

IPC - CENTRAL COAST REGIONAL ATHLETIC TRACK COMMITTEE MEMBERS

SSD 63475709 MINGARA SENIOR HOUSING, Tumbi Umbi

~~Indicate V2 updated information~~

22.6.2026

KAYE LOVIE

Screen 1

- **Former President** Central Coast Athletics
Representing the Regional Athletics Track Committee
- **Our major concerns** are Parking, Traffic and Safety. The removal of independent adjacent grass parking severely impacts the future managing of the facility
- **The land** is not vacant, unused as implied, it is critical infrastructure that allows the athletic facility to function safely, for competitions, carnivals, soccer and schools
- **We support Glengarra Village** - impacts of senior housing and a traffic report

1 History of the Track - Wyong Council DA 420/98

- The track is a joint funded public facility on Mingara land
- Mingara proposal stated ***"Mingara will contribute the land, internal access roads, parking facilities and full financial burden associated with the ongoing operating cost"*** This is Mingara's commitment and obligation
- **SSD states *"Note no identified parking or overflow Parking areas"*** p45
- **Environmental Impact Statement, Traffic Report and Traffic Management Site Masterplan with adjacent carpark has not been considered**

1) *We request IPC to obtain copies*

- I have viewed these under GIPA a drawn impression is given to IPC
- **Regional Development Committee RTA, Police, Council met in Newcastle 1998.**
Recommends ***"all weather parking up to 150 vehicles adjacent to the athletic facility"*** and preserving Beckingham Rd
- **Wyong Council DA assessment Feb 1999 - states (Copies given to IPC)**
Use of club carpark ***"the consultant's assessment of parking is not agreed with"***.
"Note plans indicate 430 grass overflow is available"
"Monitoring for the first stage and will assist in determining actual parking requirements for the total athletics facility and can be reviewed stage 2"
- **Council stamps the Track plans ONLY, funding is only for the track.**
Track subdivided off on a separate Land Title to protect public funding
- **Council Adopted Traffic Masterplan that includes the carpark (98/317)**

- Council applied Conditions of consent to ensure Compliance with assessment when built on the land.

Condition 7 - Beckingham Rd corridor

Condition 8 - 300 adjacent parking spaces 150 hard surface and 150 grass overflow

Condition 9 - the footpath / cycleway to Beckingham Rd

- SSD states *"would not result in an inconsistency with the athletic track consent"*, This implies the removal of conditions, yet my understanding is you cannot vary the points of a condition of consent
- This action severely restricts community accessibility to a public asset and ability to host major and regional events with no athletic built after 25 years

2 Inconsistent Precinct Parking Allocations

- Double-Counting Spaces: Traffix absorbs the Athletics Track's peak 300 spaces into general club shared parking in Senior Housing
- Athletics Parking *"provided on the grass area"* ZERO, not included in Club count
- Child Car parking table - required parking spaces 1,415, Total required 776 Shared
- High Historic Council Deficiencies: up to 45% variation
- Physical Loss - athletics 300 park occupied leaves only 476 spaces to club
- Flawed Assessment Methodology - Inadequate Data Collection:
Based on Hotel DA traffic study conducted March 2022, Covid impact.
- Omitted Peak Periods, Not just one Friday night for 1 hour, times varies daily.
Large numbers are regular events
- Not comparative to other NSW licensed clubs often in excess 1,500 car spaces
- Grass overflow 96 spaces - Gated, means locked, removed, not available 24/7, Athletics reject safety, this is a PMF flood zone.
- Table indicates this is not EQUIVALENT adjacent parking
- NO cumulative precinct wide parking assessment
- NO carpark built for the Hotel, Child Care or Gym all absorbed
- NO attendees figures for - 100 athletics and 125 swimming carnivals per year

*2) Request IPC consider cumulative precinct wide independent assessment
Independent Traffic & Parking study of the existing site*

3 Conditions of Consent DA 420/98

- Conditions 7, 8 and 9 of DA 420/98 Consent are enforceable and NOT met Athletics are seeking formal advise
- Misleading as only 3 of Condition 8 points were delivered 5 remain outstanding
- No assessment of Condition 7 & 9 Beckingham Rd corridor, footpath cycleway
- The Land Title of the Regional Athletics Track indicates easements for car park and footway of Bowling Green carpark attached DA 1296/98 (copies attached) Athletics has never used this carpark (different lot number to the track DA consents)
- The approved Child Care and the 5 lot subdivision highlight further inconsistencies In 2025 those applied easements are removed
- Condition 8 still not complied with
- SSD *"would not result in an inconsistency with Athletic Track consent"*
- These inconsistencies exist. The intent of consent and vision for the Regional facility to safely function has not been met or addressed by Council

3) Request IPC investigate and clarify these issues

4 The 5 Lot subdivision DA 1045/2024 CC Council consent granted 10 July 2025

- Gym, Hotel, Child Care all assessed with Athletics not part of the shared parking
- Athletics was "on the grass" not in shared parking (attached DAs)

Council states "The proposed subdivision does not alter or increase the demand for additional car parking spaces and the improved parking on the site will remain unchanged. The car parking is satisfactory with regard to Chapter 2.13"

- The timing of the subdivision raises questions as Senior Housing is not being treated as a future development
- Subdivision approval may be a separate planning process; yet it demonstrates that significant changes to landholding have already occurred before the Commission has determined whether the permanent loss of land associated with the track facility due to Senior Housing development is appropriate.
- The Commission should therefore consider the cumulative planning implications of these approvals and ensure the future needs of the athletic facility are fully considered before any further development occurs on the land that has historically supported its operation.

4) Request IPC clarify determinations

Thank YOU for all for being here today,
Other Athletic Committee members will address other issues

Hand out

SSD "The peak parking demand can continue to be met on site 300 spaces within the club, including cumulative peak parking demand periods"

Seniors Housing Peak 6-7 pm Proposed			Child Care DA Assessment Existing	
Land Use	Parking Demand	Spaces Provided	Area	Parking Spaces Required
Existing Club	359		Dining area	378
Hotel	92		Licensed area	177
Child Care	27		Gaming area	370
Athletic Track	300		Auditorium function	99
			Office	2
Total Demand	778	802	Swimming Pool	60
			Gymnasium	157
			Bowling Green	45
Seniors Housing	Spaces		Athletics grass	0
GRASS Overflow	169		Hotel	92
Less Gated, locked PMF flood prone land	- 96		Child Care	46
Available Shared Grass Overflow	73		Total Required	1,415
			Less council 45% variation	- 639
			Total Required	776
Current Major Event Grass Overflow	600	???	Athletics Remove	- 300
			Available SHARED Precinct Spaces	476
			Total Required	- 929

PHOTOS PAGE 18 & 22 SSD assessment

7.00 ENDORSEMENTS

- 1998 -

Letters of support have been received from:

LOCAL GOVERNMENT

- * Fay Brennan, Mayor, Wyong Shire Council
- * Doug Eaton, Councillor, Wyong Shire Council
- * Chris Holstein, Mayor, Gosford City Council
- * Steve Row, Councillor Gosford City Council
- * Tony Sansom, Councillor Gosford City Council
- * Malcom Brooks, Councillor Gosford City Council

NSW GOVERNMENT

- * NSW Premiers Office
- * Office of the Treasurer
- * Minister for Sport and Recreation
- * Minister for Education and Training
- * Marie Andrews MP, Member for Peats
- * Chris Hartcher MP, Member for Gosford
- * Paul Crittenden MP, Member for Wyong

FEDERAL MEMBERS OF PARLIAMENT

- * Jim Lloyd MP, Member for Robertson
- * Senator Belinda Neal, Shadow Minister Child Care & Consumer Affairs
- * Michael Lee MP, Shadow Minister for Health, Member for Dobell

TOURISM AND COMMERCIAL DEVELOPMENT

- * Central Coast Tourism Inc.
- * Central Coast Regional Development Corporation

SPORTING BODIES

- * Sydney 2000 Organising Committee
- * Hunter Academy of Sport
- * NSW Institute of Sport
- * Little Athletics Assoc. NSW
- * Athletics NSW
- * Athletics Australia
- * Oceania Amateur Athletic Association

OTHER SPORTING GROUPS

- * Central Coast Disability Council
- * Central Coast Branch Athletics
- * Gosford City Marathon
- * Northlakes Triathlon
- * Gosford City Sports Council
- * Central Coast Women's Hockey Association
- * Central Coast Cricket Association
- * Central Coast Campus Union

CENTRAL COAST SCHOOLS

- * Avoca Beach Public
- * Bateau Bay Public
- * Berkeley Vale Community High
- * Berkeley Vale Public
- * Brisbania Public
- * Brooke Avenue Public
- * Central Coast Adventist
- * Chertsey Public
- * Chittaway Public
- * Copacabana Public
- * Erina Heights Public
- * Gosford High
- * Green Point Christian College
- * Henry Kendall High
- * Kariong Public
- * Lisarow High
- * Macquarie College
- * Mannering Park Public
- * Niagara Park Public
- * Our Lady of the Rosary, Wyoming
- * Ourimbah Public
- * Peats Ridge Public
- * Point Clare Public
- * Somersby Primary
- * St Brendans, Lake Munmorah
- * St Cecilia's, Wyong
- * St John Fisher, Tumby Umbi
- * St Patrick's, East Gosford
- * Tacoma Public
- * Terrigal High
- * Terrigal Primary
- * The Entrance Primary
- * Warnervale Public
- * Woy Woy High
- * Wyoming Primary



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MINUTES OF MEETING 3 DECEMBER 1998

REGIONAL DEVELOPMENT COMMITTEE

HELD AT RTA OFFICE

59 DARBY STREET, NEWCASTLE.

PRESENT:

Mr K Saxby	Chairman
Mr B Burch	Council/Local Government Representative
Sgt P Drinan	NSW Police Service
Mr V Susindran	Council/Local Government Representative
Snr Const L Rees	NSW Police Service

APOLOGIES:

Mr S Kerr	RTA Representative
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Item 1:

Wyong Shire Council. Proposed Athletics Facilities Mingara Recreation Club.

The Committee raised no objections to the development application in principle however recommended that the following matters be considered in any conditions of consent.

The Committee considered the following aspects of the development application:

- a) Effect on Existing Road Network.
- b) Internal Circulation
- c) Parking
- d) Pedestrians/Cyclists

a) Effect on Existing Road Network.

The Committee considers that the left turn slip lane, from Tumbi Creek Road to Wyong Road, is required prior to the opening of the athletics facilities.

The Committee concur with the proposed additional left in/left out access to Wyong Road.

The Committee recommends that a road corridor, from the development to Beckingham Road, be preserved for the future.

b) Internal Circulation

The Committee recommends that a formed road be provided from the existing internal road system to the overflow carpark areas.

c) Parking

The Committee recommends that consideration be given to the provision of all weather parking for upto 150 vehicles adjacent to the athletics facility.

d) Pedestrians/Cyclists

The Committee recommends that a concrete footpath/cycleway be provided from Beckingham Road to the development.

Consideration should be given to the relocation of the existing pedestrian refuge on Wyong Road, at Tumbi Creek Road roundabout, further west away from the roundabout when future roadworks are undertaken.

The security and protection of bicycles parked within the development should be considered in the parking design. The Committee recommends that cyclists be able to securely stand bikes in an appropriate location preferably close to the facility.

WYONG SHIRE COUNCIL

February 16 1999
To the Development Assessment Panel

Health and Development
Department

Athletics Facility, Mingara Recreation Club

PJK:DJH D/016261

SUMMARY

An application has been received for an athletics facility. The application has been examined having regard to the matters for consideration detailed in Section 79C of the Environmental Planning and Assessment Act and other statutory requirements with the issues requiring attention and consideration being addressed in the report.

Applicant	Woods Bagot Architects
Owner	Trustees Mingara Recreation Club Ltd
Application No	420/98
Description of Land	Lot 1007 DP 864115 Mingara Drive, Tumby Umbi
Proposed Development	Athletics Facility
Site Area	22.33 ha
Zoning	5(a) Special Uses - Club and Community Purposes
Existing Use	Club

INTRODUCTION

The proposed Mingara Regional Athletics Facility is to be provided north-west of the Mingara Club. The Athletics Facility is to be provided in two stages:

- Stage 1 -** to comprise of the track and field with a continuous grassed mound around the perimeter of the track to accommodate up to 1000 spectators;
- Stage 2 -** will provide spectator accommodation for up to 3000 persons (to be developed at a later time - not part of this application).

Joint funding for the proposal has been committed by the Club, Gosford and Wyong Council's and the NSW Government.

RECOMMENDATION

- 1 That a "deferred commencement" consent pursuant to Section 80(3) of the Environmental Planning and Assessment Act be granted subject to appropriate conditions.**
- 2 That the following condition be required to be satisfied prior to the consent operating:**

The design of the development and adjacent drainage system being resolved to mitigate any adverse impacts on flooding to Council's satisfaction.;

Athletics Facility, Mingara Recreation Club

- 3 The applicant and Mingara Club be advised that a road corridor linking the Mingara Club's western carpark with Beckingham Road is to be provided. The design for this road corridor is to be determined in conjunction with this application and approved prior to issue of the Construction Certificate.**

STATUTORY REQUIREMENTS

The proposed development is defined as a Recreation Area, which is a permissible use within the 5(a) Special Uses - Club and Community Purposes zone with Council's consent.

PUBLIC EXHIBITION

The proposal was exhibited for public comment, with two objections received, raising concern as to the ultimate development scheme in relation to: access, height of grandstands/amenities block, noise impact, lighting towers, and hours of operation of the facility. These issues are addressed in the body of this report.

COUNCIL POLICY

The proposal is required to comply with Council's Landscape Policy L1 for Category 3 development. An appropriate design report has been submitted, and subject to the submission of a master plan for the treatment of carparking areas, is considered acceptable.

ECOLOGICALLY SUSTAINABLE PRINCIPLES

The proposal has been assessed having regard for ecologically sustainable development principles and is considered satisfactory.

Precautionary principle (*ie threat of serious irreversible environmental damage*).

The proposal has been assessed in a precautionary manner in accordance with Council's requirements, incorporating satisfactory stormwater, drainage and erosion control and the retention of vegetation where possible, and is deemed to be consistent with these objectives.

Intergenerational equity (*ie ensuring the environment is maintained for future generations*).

The proposed development is unlikely to have any significant adverse impacts on the environment as noted above and will not decrease environmental quality for future generations.

February 16 1999
To the Development Assessment Panel

Health and Development
Department

Athletics Facility, Mingara Recreation Club

Conservation of biological diversity and ecological equity

The proposed development does not result in the disturbance of any endangered flora or fauna habitats and is unlikely to significantly affect fluvial environments. Accordingly, it is considered that the proposed development will not adversely affect biological diversity or ecological integrity.

Improved valuation, pricing and incentive mechanisms

This goal requires polluters to pay for containment, avoidance or abatement of the effect of pollution, as well as requiring the users of goods and services to pay for costs of these services.

It is considered that the proposed development is unlikely to generate pollution. However, the additional development (and therefore additional population), will generate increased demand for the provision of community services, public open space, and water and sewerage infrastructure. Contributions towards the upgrading of these facilities have been included in the proposed conditions of consent.

Therefore, given the above, it is considered that the proposal is consistent with the principles of ecologically sustainable development.

RELEVANT ISSUES

Having regard to Section 79C of the Environmental Planning and Assessment Act, it is considered that the following matters require further consideration and are addressed in the following sections:

ROADS AND TRAFFIC

A traffic report prepared by Project Planning Associates (ref 988221 dated November 6 1998) was submitted with the application. The Regional Traffic Committee has reviewed the application and the traffic report and their comments and requirements are included in the details below:

Effect on Existing Road Network

- The proposal submitted shows an extension of the existing service road to the west of the Mingara Club with a loop road connecting to the southern end of the athletics field. Future internal roads are shown (including a link to Wyong Road) however, are not proposed by the applicant with the development.

Athletics Facility, Mingara Recreation Club

- ❑ The Contributions Plan related to this area requires upgrading of roundabout at Wyong Road/Mingara Drive intersection with a left turn slip lane from Tumby Creek Road. It has been determined that these works are required with any additional development on the Mingara Club site and a condition is proposed requiring the construction of the slip lane. A credit will be given for these works.
- ❑ The future link to Wyong Road adjacent to the proposed track and field is supported and any design needs to make provision for these works. However, this is not being provided until some future development at the Club site proceeds.
- ❑ In adopting in principle the Mingara Precinct Masterplan, Council resolved (98/317) that a road corridor through the western overflow carpark to Beckingham Road be preserved. With the extent of development proposed for the Mingara Club and the design of the approved residential subdivisions off Beckingham Road, the options for the road corridor are limited. Attachment 1 shows a possible location for the future road corridor. It is noted that any road option has to cross the open stormwater channel and possibly the proposed wetland.

It is proposed that in conjunction with this development, a road corridor be established to the satisfaction of Council. This will require some modification to the internal access roads and carparking design and will be conditioned.

Internal Accesses

It is proposed that the existing service access to the west of the Mingara Club building be extended to the athletics facility with a loop road and bus drop off point. This is a temporary arrangement only with the ultimate access road being located further west to facilitate the motel and proposed theatrettes.

The design of the access road needs to be amended having regard for the ultimate design, the carparking areas and the link road corridor to Beckingham Road. Details can be conditioned and be determined prior to issue of a Construction Certificate.

The additional link to Wyong Road and the internal access roads related to this link are not proposed in conjunction with this stage of the development.

Pedestrian and Cyclist Requirements

It is proposed that a concrete pedestrian/cycleway facility be provided from Beckingham Road along Wyong Road to link with the development.

Provision is to be made for bicycle parking to ensure it is a secure area located close to the facility.

February 16 1999
To the Development Assessment Panel

Health and Development
Department

Athletics Facility, Mingara Recreation Club

It is not proposed to require any improvements across Wyong Road with this stage of the development. A pedestrian refuge is proposed to be considered with the future roadworks on Wyong Road for the Mingara Club development.

Parking

- The Traffic and Parking Assessment by Project Planning (November 6 1998) identifies the following parking requirements:

- for Stage 1, a peak demand of 120 spaces for routine events;
- 200 - 300 spaces for special events;
- up to 10 buses.

The Traffic Assessment states that at least 400 existing carparks at Mingara Club are typically available throughout the day. At peak day periods, there is a spare capacity of 330 spaces. The report concludes that all parking demand scenarios likely to be generated by the athletics facility can be catered for by the existing formed parking.

- The consultants assessment of parking is not agreed with. The existing parking is considered to be required for the Mingara Club and so the demands for the athletics facility will need to be provided separately.

Also, the location of the athletics facility is isolated from the existing carparking and it is considered appropriate to provide at least some of the parking near to the facility for normal use. Some of the areas shown as grassed overflow carpark can be expected to be frequently used for the facility and so it is considered appropriate to formalise and construct 120 spaces. The Traffic Committee recommended that consideration be given to the provision of all weather parking for up to 150 spaces adjacent to the athletics facility.

It is proposed that the Stage 1 parking requirements be 300 parking spaces, with 150 spaces being constructed with a sealed surface - the remaining 150 spaces to be part of the overflow parking areas. Note that the plans submitted indicate that grassed overflow parking of up to 430 spaces is available. However, some of this area will be affected by the future road corridor to link to Beckingham Road.

Monitoring of the parking for this first stage will assist in determining actual parking requirements for the total athletics facility and can be reviewed with Stage 2.

STORMWATER MANAGEMENT

Flooding and Drainage

A report "Trunk Drainage Implications, Proposed Athletic Track Development, Mingara Club" prepared by Paterson Consultants dated November 1998, has been submitted.

Athletics Facility, Mingara Recreation Club

The proposed athletics facility involves filling along the "Moss Drain" and could impact adversely on the flooding in this area.

The proposed level of the fields is 6.3m AHD and the upstream and downstream points of the drain's 1% flood level are 5.9m (ch 1060) and 5.76m AHD (ch 1150). The existing ground levels are approximately 5.4 - 5.5m AHD near to the drain rising to 6.0m in the area of the amenities building.

The consultant's report identifies that adjustments to the "Moss Drain" adjacent to the athletics field are required to minimise increases in flood levels along the drain.

Some concerns regarding the details of the consultant's report have been raised by Council's Flood Engineer - these are yet to be resolved. Some adjustments to the drainage system and the field location and design may be required to address these issues. It is proposed that a deferred commencement consent be granted subject to satisfactorily resolving the flooding and drainage requirements.

Stormwater Quality Controls

The stormwater from the athletics facility will discharge into the "Moss Drain" adjacent to Wyong Road. Stormwater quality controls will be required to provide a satisfactory stormwater discharge, in particular, control of litter.

Water Supply

Water supply servicing can be provided to the development. Contributions will apply in accordance with the Development Servicing Plan.

Sewer Servicing

Sewer servicing can be provided to the development. Contributions will apply in accordance with the Development Servicing Plan.

CONTRIBUTIONS

Contributions will apply to roads and intersections, drainage, water and sewer.

- 1 Water Supply and Sewer - To be determined upon design details being provided. The contribution rates currently established by the Development Servicing Plan are \$2,283/DU (water) and \$1,783/DU (sewer).
- 2 Roads - Details with the Contributions Plan determines the complete Athletics Field as generating 20% of the demand for the road and intersection works (total of \$73,990). It is estimated that this stage of the Athletics Facility will generate 1,000 people of a total 3,000 people for the complete facilities.

February 16 1999
To the Development Assessment Panel

Health and Development
Department

Athletics Facility, Mingara Recreation Club

Therefore, it is proposed that one third of the roads contributions will apply to this stage, ie \$24,663.

- 3 Drainage - The site is within sub-area A in the Contributions Plan. The drainage contribution for this part of the Mingara site is \$72,290.

Noise

An acoustic report has been submitted that assesses the impacts of noise sources associated with the development. The acoustic report has been based on an occupancy level of 1,000 persons.

The noise sources identified include:

- 1 Public address system
- 2 Road traffic noise
- 3 Carparking noise
- 4 Crowd cheer and on-field voice levels
- 5 Individual vehicle noise sources

Controls have been placed as conditions of consent to address potential noise impacts from the operation of the facility. A primary control is the restriction of the maximum number of persons using the facility to 1,000, consistent with the recommendations of the acoustic consultant. Conditions have also been imposed relating to carpark noise, hours of operation and the public address system.

Lighting

A report has been lodged that assesses the impact of floodlighting on the nearest affected residential properties. The effects of the spill of lighting would have the most impact on residential properties.

The report finds that to the north-west boundary of the facility being the nearest affected residential area, the illuminance maximum will comply with AS 4282. This position is 50 metres from the edge of the track and is represented as the levee bank/swale drainage area.

The lighting of the facility will have a distant visual impact on surrounding properties, however, generally consistent with sporting facilities of a similar nature, eg tennis courts and football fields.

February 16 1999
To the Development Assessment Panel

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Department

Athletics Facility, Mingara Recreation Club

CONCLUSION

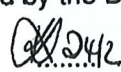
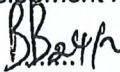
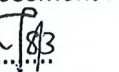
The proposed athletics facility is considered to be complementary to the existing Club and recreation facilities on site. The proposal is supported at community, local and state government levels. In view of issues remaining to be resolved in relation to flooding and drainage, it is considered appropriate that a Deferred Commencement consent be issued.

The staff responsible for the preparation of the report, recommendation or advice to any person with delegated authority to deal with the application have no pecuniary interest to disclose in respect of the application.

.....
Reporting Officer

.....
Reviewing Officer

The staff authorised to determine the application have no pecuniary interest to disclose in respect of the application. The report is endorsed and the recommendation contained therein adopted by the Development Assessment Panel:

			
ADM	ENG	HB	TP

Approved/Refused in accordance with the Development Assessment Panel's decision:

..... Date ____/____/____

Formal Objection - Central Coast Athletics Track Committee
11 Nov 2025 Submission

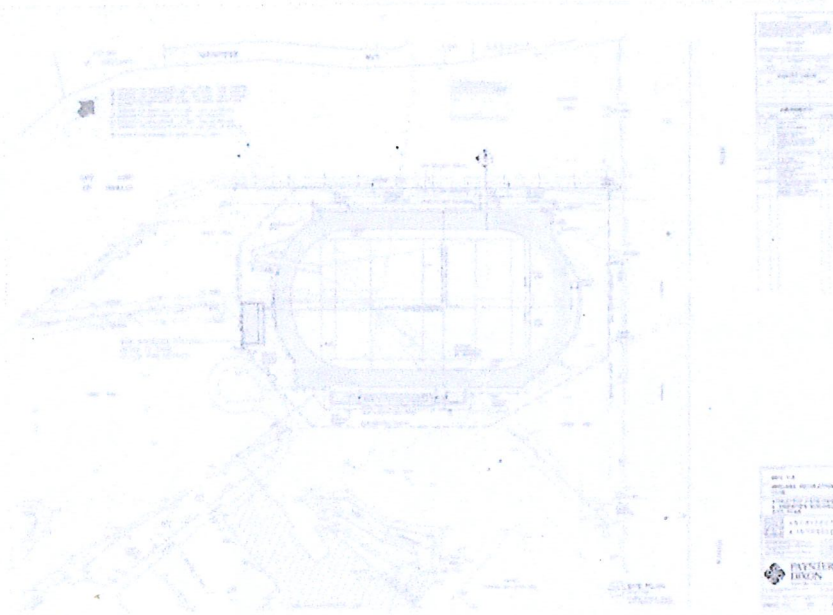


Image 14
Final 420/1998 DA
plan Image ~~XX~~
9 March 2000 DA
approved plan
Paynter and Dixon
2286

2000 Plan - Grass overflow parking location and numbers removed. Amenities building reduced in size. Perimeter fencing altered and warm up area removed

The **Paynter Dixon Traffic Management Plan 5519** places the athletics carpark adjacent to the track, the same area used continuously for 25 years. No original carpark plans are presented in the EIS, despite the 6 Nov 1998 (Ref 988221) council assessment and Traffic Management Plan forming part of the Council approval and state funding.

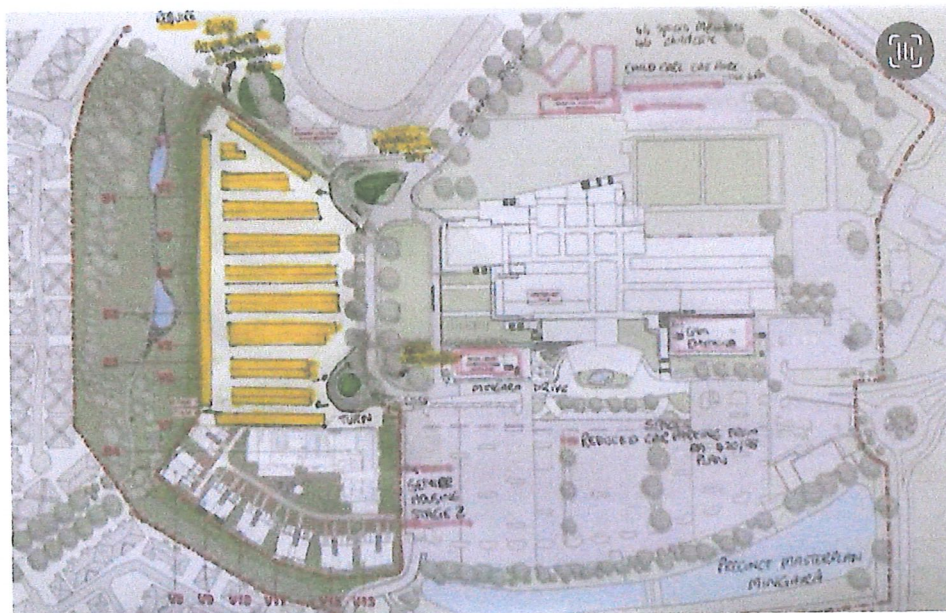


Image 15 Drawn Impression of **Traffic Management Site Plan - Paynter Dixon 5519**

CHILD CARE DA 1969/2023 Central Coast Council Report p25,26

The site is not a battle axe lot and the area on the site where the child care centre is proposed does not have a gradient in excess of 1:20.

Chapter 2.13 – Transport and Parking

In accordance with Chapter 2.13 the proposed child care centre will require the following parking rates.

Use	Parking Rate	Parking
Centre based child care facilities	1 space per person employed in connection with the use, plus a temporary stand area at the rate of 1 car for each 6 children (a minimum of 5 temporary stand spaces).	Child care centre proposed to have 112 children and 27 staff. 18.67 temporary stand spaces 27 staff spaces Total – 46 (45.67) spaces

Mingara Recreation Club currently contains 796 parking spaces (including accessible spaces) and 8 bus bays. The proposed development will involve the removal of 20 parking spaces near the proposed front entry to the child care centre. The demolition of 20 parking spaces will result in 776 spaces available on the site.

An assessment of the parking required on site has been provided in the table below having regard for the existing uses on the site and parking rates in Chapter 2.11.

Land Use	GFA/number	Parking Rate	Parking Spaces Required
Dining area	2,517m ²	15 spaces per 100m ² GFA	377.55
Licensed area	882m ²	1 space per 5m ² GFA	176.4
Gamming area	1,850m ²	1 space per 5m ² GFA	370
Auditorium/conference centre	1,488m ²	1 space per 15m ² GFA	99.2
Office premises	100m ²	1 space per 40m ² GFA	2.5
Swimming pool	3,200m ² (1,000m ² water area)	30 spaces per 500m ² water area	60
Gymnasium	1,100m ²	1 space per 7m ² GFA	157.14
Bowling greens	2	30 spaces for the first bowling green, then 15 spaces for each additional green	45
Athletics track	1	Merit assessment – sporting fields require 50 spaces per field	Parking provided on grassed area
Proposed hotel	86 rooms, 10 staff and one manager	1 space per unit, 1 space for the manager and 1 space per 2 employees	92 (11 provided as undercroft parking for exclusive use by the hotel), therefore, only 81 spaces are required to be shared with the existing club carpark.
Total existing parking spaces required			1369 (1368.79)
Proposed child care centre	112 children 27 staff	1 space per person employed in connection with the use, plus a temporary stand area at the rate of 1 car for each	18.67 temporary stand spaces 27 staff spaces Total – 46 (45.67) spaces

	6 children (a minimum of 5 temporary stand spaces).	
Total spaces required (existing and proposed development)		1415 (1414.67)

The proposed development will result in a parking deficiency on site of 639 spaces which is a 45.16% variation.

A traffic assessment prepared by Seca Solution, dated 6 September 2023 was submitted with the application. The existing parking across the site could be used as shared parking for

ATTACHMENT C - HOTEL DA DA/935/2022 Parking assessment

An assessment of the parking required on site has been provided in the table below having regard for the existing uses on the site and parking rates in Chapter 2.11.

Land Use	GFA/number	Parking Rate	Parking Spaces Required
Dining area	2,517m ²	15 spaces per 100m ² GFA	377.55
Licensed area	882m ²	1 space per 5m ² GFA	176.4
Gaming area	1,850m ²	1 space per 5m ² GFA	370
Auditorium/conference centre	1,488m ²	1 space per 15m ² GFA	99.2
Office premises	100m ²	1 space per 40m ² GFA	2.5
Swimming pool	3,200m ² (1,000m ² water area)	30 spaces per 500m ² water area	60
Gymnasium	1,100m ²	1 space per 7m ² GFA	157.14
Bowling greens	2	30 spaces for the first bowling green, then 15 spaces for each additional green	45
Athletics track	1	Merit assessment – sporting fields require 50 spaces per field	Parking provided on grassed area
Total existing parking spaces required			1288 (1287.79)
Proposed hotel	86 rooms, 10 staff and one manager	1 space per unit, 1 space for the manager and 1 space per 2 employees	92
Total spaces required (existing and proposed development)			1378

The proposed development will result in a parking deficiency on site of 582 spaces which is a 42.24% variation. A traffic and parking assessment prepared by Intersect Traffic, dated March 2022 was submitted with the application. Car parking surveys were undertaken at peak times (Friday and Saturday between 5pm and 8:30pm) for Mingara Recreation club to assess the number of vacant car parking spaces. The survey showed that the peak parking demand on the site was 371 spaces, at which time 489 spaces were vacant on the site. The average utilisation of the carpark was found to be 33% (258 spaces). Having regard for the survey results, there would be sufficient parking available on the site for the proposed hotel which requires 92 parking spaces. It is also noted that 11 spaces are provided for the hotel guests only in the undercroft parking, therefore, only 81 spaces are required to be shared in the existing carpark.

The applicant submitted a traffic and parking assessment prepared by Intersect Traffic (dated 14 March 2022) which has demonstrated that the parking on site is suitable to accommodate the proposed development having regard for the following:

Screenshots from Central Coast Council Report re parking for HOTEL DA approval p16

Having regard for the parking surveys, cross uses identified and staggered peak uses, it is considered that the site will provide sufficient parking for the proposed hotel and the variation to the parking is supported.

Central Coast Council report Page 17



NEW SOUTH WALES LAND REGISTRY SERVICES - TITLE SEARCH

FOLIO: 71/1011971

SEARCH DATE	TIME	EDITION NO	DATE
9/6/2026	12:15 PM	5	24/11/2022

LAND

LOT 71 IN DEPOSITED PLAN 1011971
AT TUMBI UMBI
LOCAL GOVERNMENT AREA CENTRAL COAST
PARISH OF TUGGERAH COUNTY OF NORTHUMBERLAND
TITLE DIAGRAM DP1011971

FIRST SCHEDULE

MINGARA RECREATION CLUB LIMITED

SECOND SCHEDULE (7 NOTIFICATIONS)

- 1 LAND EXCLUDES MINERALS AND IS SUBJECT TO RESERVATIONS AND CONDITIONS IN FAVOUR OF THE CROWN - SEE CROWN GRANT(S)
- 2 DP8641114 EASEMENT FOR WATER SUPPLY 1 WIDE AFFECTING THE PART(S) SHOWN SO BURDENED IN THE TITLE DIAGRAM
- 3 DP8641114 EASEMENT FOR ELECTRICITY SUPPLY 2 WIDE AFFECTING THE PART(S) SHOWN SO BURDENED IN THE TITLE DIAGRAM
- 4 DP1011971 RIGHT OF CARRIAGEWAY AND EASEMENT FOR PARKING 3.5, 6.6, 7.8, 13.0, 23.6, 29.1, 34.6 METRE(S) WIDE AND VARIABLE APPURTENANT TO THE LAND ABOVE DESCRIBED
- 5 DP1011971 RIGHT OF FOOTWAY 3 METRE(S) WIDE APPURTENANT TO THE LAND ABOVE DESCRIBED
- 6 7145754 LEASE TO WYONG SHIRE COUNCIL EXPIRES: 6/4/2099.
7438274 LEASE OF LEASE 7145754 TO MINGARA RECREATION CLUB LIMITED EXPIRES: 22/9/2025. OPTION OF RENEWAL: 5 YRS WITH 13 FTRHR PERIODS OF 5 YRS WITH A FRTHR PERIOD OF 3 YRS 364 DAYS.
- * 7 AS602427 CAVEAT BY ERIC ALPHA OPERATOR CORPORATION 4 PTY LIMITED, ERIC ALPHA OPERATOR CORPORATION 2 PTY LIMITED, BLUE OP PARTNER PTY LIMITED, ERIC ALPHA OPERATOR CORPORATION 3 PTY LIMITED & ERIC ALPHA OPERATOR CORPORATION 1 PTY LIMITED

NOTATIONS

UNREGISTERED DEALINGS: NIL

*** END OF SEARCH ***

ddm03penlaw

PRINTED ON 9/6/2026

5 Lot Torrens Title Subdivision

DA 1045/2024

The Development Application (DA) seeks consent for a Torrens Title Subdivision of Lot 13 DP 1204397 and Lot 1 DP 1010532, 12 - 14 Mingara Drive, Tumby Umbi resulting in five lots to enable the subdivision of varying land uses, including the Mingara Recreation Club, an approved and under construction Hotel, the existing Mingara One Gym, a future early learning centre and a residue allotment. Details of the proposed subdivision are summarised as per Table 1 below:

Table 1: Proposed Lot Numbers and Area

Proposed Lot	Proposed Area (approx.)	Existing Use
5	1,709 m ²	Approved Hotel – DA/935/2022 (under construction)
6	2,838 m ²	Future early learning centre
7	1,663 m ²	Mingara One gym
8	18.6 ha	Residual lot containing Mingara Recreation Club, carparks, service and access roads, bowling greens, water quality devices and residual land
9	8,134 m ²	Mingara Recreation Club

The plan of proposed subdivision is shown below in **Figure 3-1**:

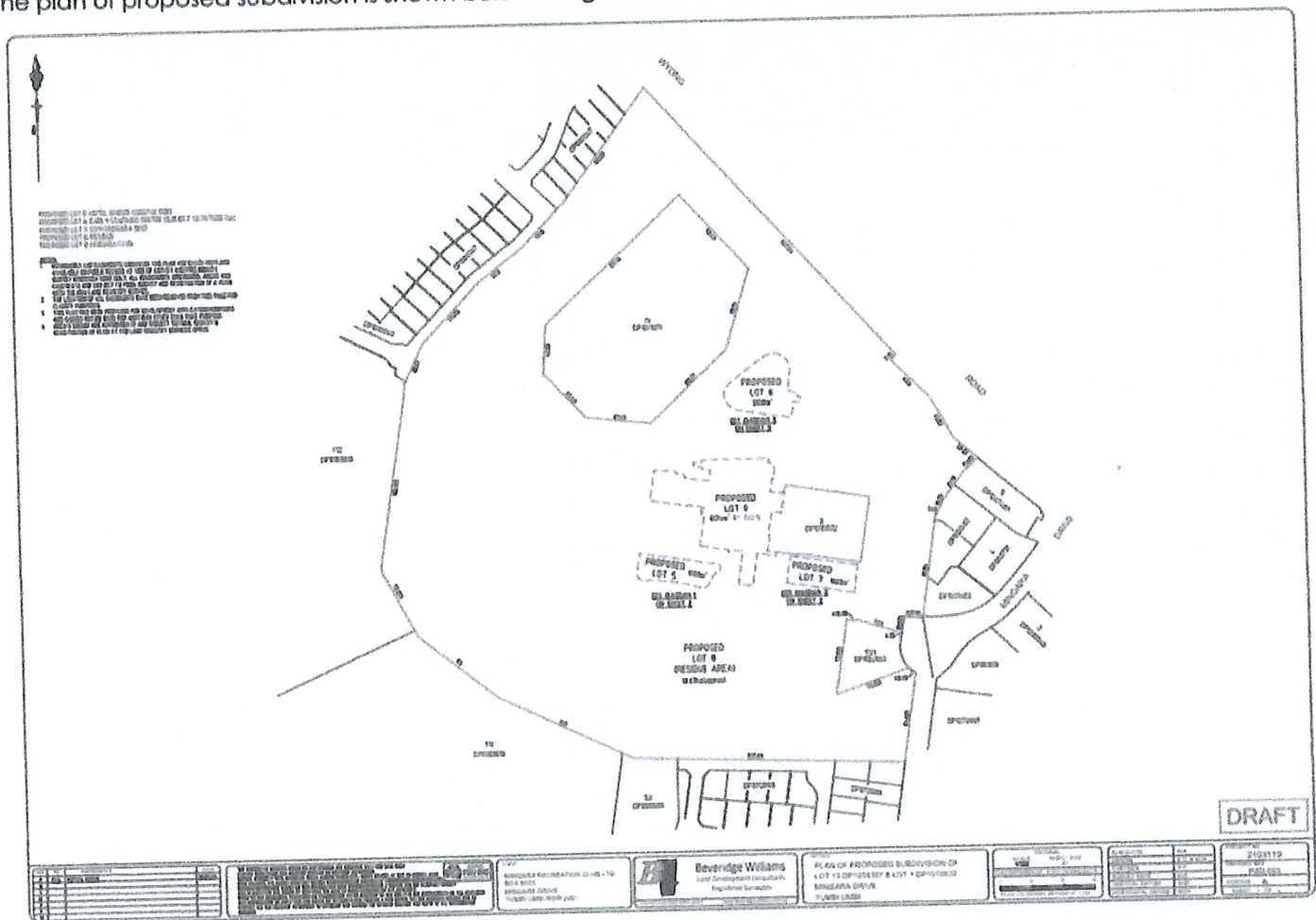


Figure 3-1: Plan of Proposed Subdivision
Source: Beveridge Williams 2024





Roads, Paths and Cycleways: The proposed subdivision will gain access via the existing road network and is managed by appropriate easements. The functionality of the site will be unaffected by the proposed subdivision.

Land Clearing, Vegetation Management and Threatened Species: The proposed subdivision does not require any vegetation removal.

Lot Size: The proposed subdivision includes allotment sizes and shapes that respond to the existing and proposed built form and given the zoning does not have a minimum allotment size, the proposed areas are suitable.

Chapter 2.13 Transport and Parking

The purpose of this Chapter is to ensure that sufficient, well designed on-site car and bicycle parking provisions are made in all new developments and when changes occur to the existing use/development of premises.

The proposed subdivision does not alter or increase the demand for additional car parking spaces. The existing and approved car parking on site will remain unchanged. While the intention is to create individual identities for the subdivided lots, there will be an ongoing interrelationship with access and car parking, which will be lawfully regulated by the creation of appropriate Easements and Reciprocal Rights of Way.

15 | 12 - 14 Mingara Drive Tumby Umbi - Proposed Subdivision

Statement of Environmental Effects



DA 1045/2024

Copy

Select All

Highlight



Look Up



REQUIREMENT

We note multiple traffic and parking assessments for the site have recently been prepared in association with the approved 86 room hotel development and a future proposed childcare centre. In undertaking the car parking compliance checks, the nature of the integrated sports and recreation facility including the application of cross use concessions and different peak parking period concessions for the activities on the site, have been taken into account.

The plan of proposed subdivision provides for easements over the necessary car spaces for each land use within the proposed allotments to facilitate orderly and lawful car parking requirements.

In summary, the proposed subdivision does not alter or increase the demand for additional car parking spaces.

Chapter 2.14 Site Waste Management

This Chapter applies to all categories of development including subdivision. It provides Council's requirements for the management of resources and waste including waste minimisation, storage, handling, recycling and disposal

A Waste Management Plan will be provided at Subdivision Works stage. The plan will detail intended treatment of waste during site works associated with the augmentation of services to proposed Lot 6 (future Early Learning Centre). No other works are proposed.

The proposed land subdivision and associated works is consistent with the objectives of relevant Chapters within CCDCP 2022.

4.4 The Likely Impact of the Development

The relevant "heads of consideration" as prescribed by Section 4.15 of the EP&A Act, 1979 are addressed below and throughout this SEE Report. The proposed subdivision was found to be suitable for the site and locality.

Statement Environmental Effects 5 Lot Subdivision Torrens Title

Pg 23 of 48

Beverage Williams

20.6.24 Issue

Appendix A Deposited Plan

PLAN FORM 2 (A2)

WARNING: CREASING OR FOLDING WILL LEAD TO REJECTION

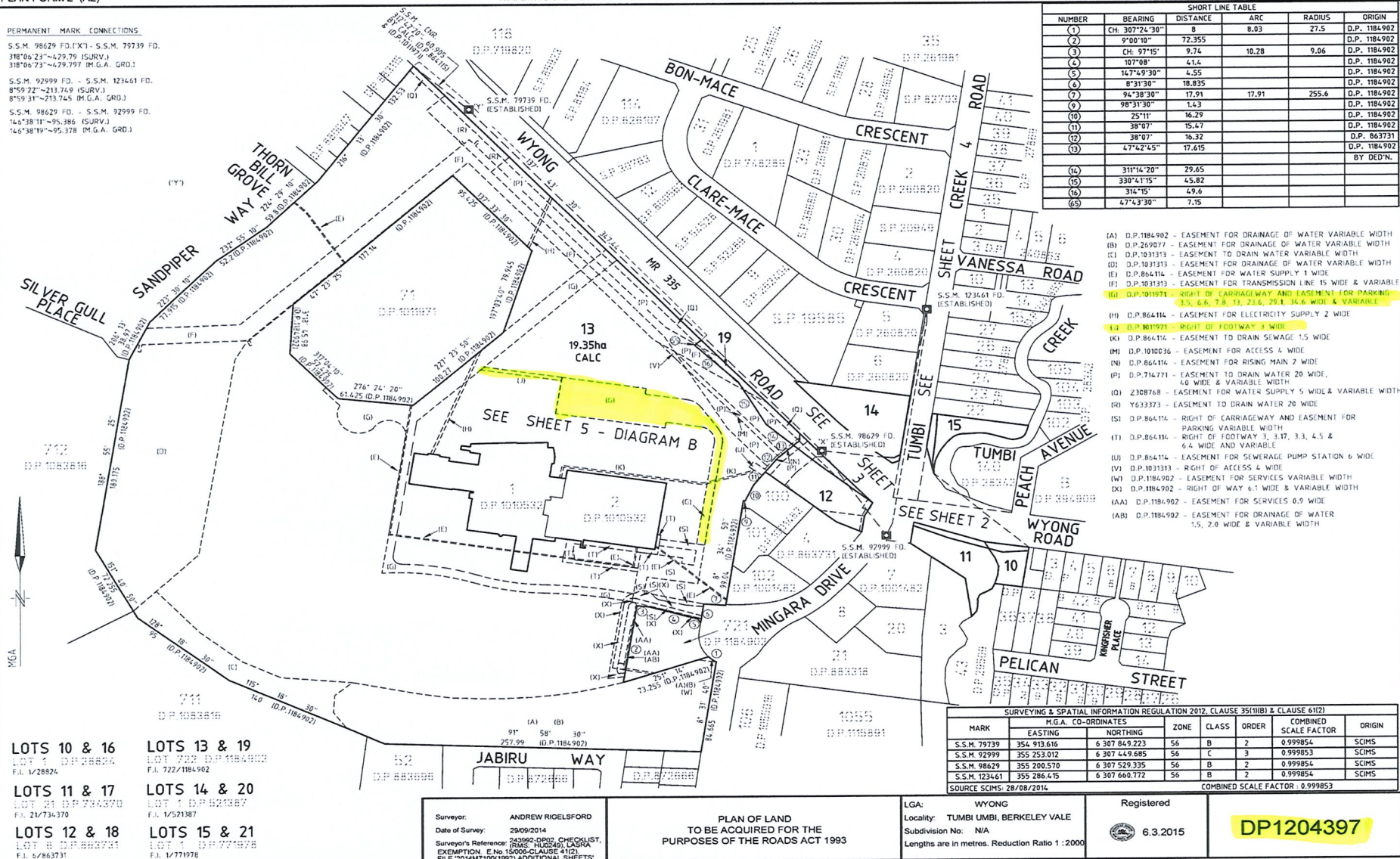
ePlan Sheet 1 of 5 sheets

PERMANENT MARK CONNECTIONS

S.S.M. 98629 FD.(X1) - S.S.M. 79739 FD.
318°06'23"-429.79 (SURV.)
318°06'73"-429.797 (M.G.A. GRD.)

S.S.M. 92999 FD. - S.S.M. 123461 FD.
8°59'22"-213.769 (SURV.)
8°59'31"-213.765 (M.G.A. GRD.)

S.S.M. 98629 FD. - S.S.M. 92999 FD.
145°38'11"-95.386 (SURV.)
145°38'19"-95.378 (M.G.A. GRD.)



LOTS 10 & 16
LOT 1 DP 28824
F.I. 1/28824

LOTS 11 & 17
LOT 21 DP 734370
F.I. 21/734370

LOTS 12 & 18
LOT 8 DP 863731
F.I. 8/863731

LOTS 13 & 19
LOT 722 DP 1184902
F.I. 722/1184902

LOTS 14 & 20
LOT 1 DP 821387
F.I. 1/521387

LOTS 15 & 21
LOT 1 DP 771978
F.I. 1/771978

Surveyor: ANDREW RIGELSFORD
Date of Survey: 29/09/2014
Surveyor's Reference: 243062 DP02 CHECKLIST
EXEMPTION: E.N. 15006-CLAUSE 4(1)
FILE 2014M7100(100) ADDITIONAL SHEETS

PLAN OF LAND
TO BE ACQUIRED FOR THE
PURPOSES OF THE ROADS ACT 1993

LGA: WYONG
Locality: TUMBI UMBI, BERKELEY VALE
Subdivision No: N/A
Lengths are in metres. Reduction Ratio 1:2000

Registered
6.3.2015

SURVEYING & SPATIAL INFORMATION REGULATION 2012, CLAUSE 35(1)(B) & CLAUSE 6(12)						
M.G.A. CO-ORDINATES						
MARK	EASTING	NORTHING	ZONE	CLASS	ORDER	ORIGIN
S.S.M. 79739	354 913.616	6 307 849.223	56	B	2	0.999854 SCIMS
S.S.M. 92999	355 253.012	6 307 449.685	56	C	3	0.999853 SCIMS
S.S.M. 98629	355 200.570	6 307 529.335	56	B	2	0.999854 SCIMS
S.S.M. 123461	355 286.475	6 307 660.772	56	B	2	0.999854 SCIMS
SOURCE SCIMS: 28/08/2014						COMBINED SCALE FACTOR: 0.999853

SHORT LINE TABLE					
NUMBER	BEARING	DISTANCE	ARC	RADIUS	ORIGIN
(1)	CH. 307°24'30"	8	8.03	27.5	D.P. 1184902
(2)	9°00'10"	72.355			D.P. 1184902
(3)	CH. 37°15"	9.74	10.28	9.06	D.P. 1184902
(4)	107°08"	4.14			D.P. 1184902
(5)	147°49'30"	4.55			D.P. 1184902
(6)	8°31'30"	18.835			D.P. 1184902
(7)	94°38'30"	17.91	17.91	255.6	D.P. 1184902
(8)	98°31'30"	1.43			D.P. 1184902
(9)	25°11'	16.29			D.P. 1184902
(10)	38°07'	15.47			D.P. 1184902
(11)	38°07'	16.32			D.P. 863731
(12)	47°42'45"	17.615			D.P. 1184902
(13)					BY DED'N.
(14)	311°14'20"	29.65			
(15)	330°41'15"	45.82			
(16)	314°15'	49.6			
(17)	47°43'30"	7.15			

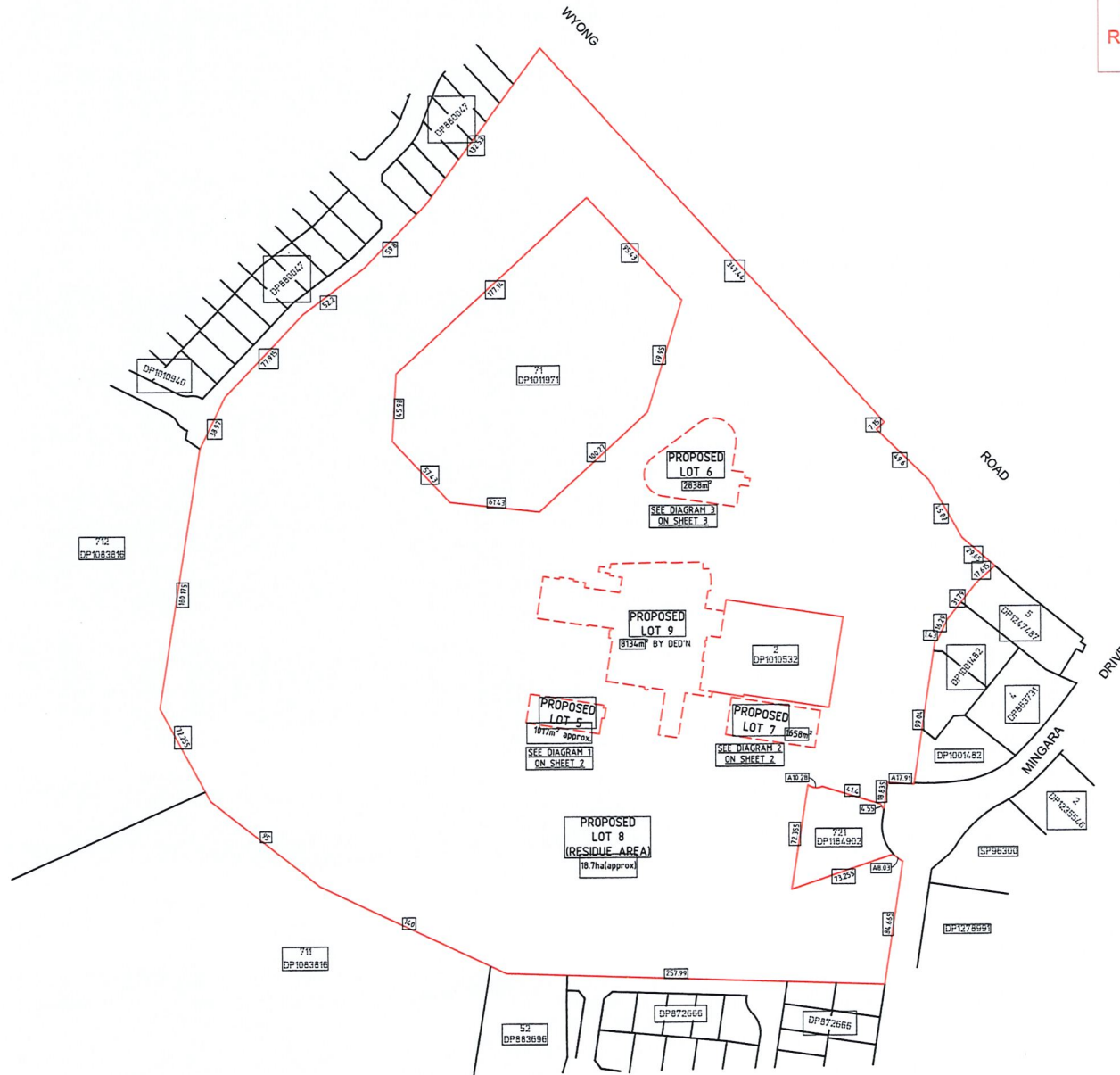
- (A) D.P. 1184902 - EASEMENT FOR DRAINAGE OF WATER VARIABLE WIDTH
- (B) D.P. 269077 - EASEMENT FOR DRAINAGE OF WATER VARIABLE WIDTH
- (C) D.P. 1031313 - EASEMENT TO DRAIN WATER VARIABLE WIDTH
- (D) D.P. 1031313 - EASEMENT FOR DRAINAGE OF WATER VARIABLE WIDTH
- (E) D.P. 864114 - EASEMENT FOR WATER SUPPLY 1 WIDE
- (F) D.P. 1031313 - EASEMENT FOR TRANSMISSION LINE 15 WIDE & VARIABLE
- (G) D.P. 1011971 - RIGHT OF CARRIAGEWAY AND EASEMENT FOR PARKING 3.5, 6.4, 7.8, 12, 21.6, 29.1, 14.6 WIDE & VARIABLE
- (H) D.P. 864114 - EASEMENT FOR ELECTRICITY SUPPLY 2 WIDE
- (I) D.P. 1011971 - RIGHT OF FOOTWAY 3 WIDE
- (J) D.P. 864114 - EASEMENT TO DRAIN SEWAGE 15 WIDE
- (K) D.P. 1010036 - EASEMENT FOR ACCESS 4 WIDE
- (L) D.P. 864114 - EASEMENT FOR RISING MAIN 2 WIDE
- (M) D.P. 714771 - EASEMENT TO DRAIN WATER 20 WIDE, 40 WIDE & VARIABLE WIDTH
- (N) Z308768 - EASEMENT FOR WATER SUPPLY 5 WIDE & VARIABLE WIDTH
- (O) Y633373 - EASEMENT TO DRAIN WATER 20 WIDE
- (P) D.P. 864114 - RIGHT OF CARRIAGEWAY AND EASEMENT FOR PARKING VARIABLE WIDTH
- (Q) D.P. 864114 - RIGHT OF FOOTWAY 3, 3.17, 3.3, 4.5 & 6.4 WIDE AND VARIABLE
- (R) D.P. 864114 - EASEMENT FOR SEWERAGE PUMP STATION 6 WIDE
- (S) D.P. 1031313 - RIGHT OF ACCESS 4 WIDE
- (T) D.P. 1184902 - EASEMENT FOR SERVICES VARIABLE WIDTH
- (U) D.P. 1184902 - RIGHT OF WAY 6.1 WIDE & VARIABLE WIDTH
- (V) D.P. 1184902 - EASEMENT FOR SERVICES 0.9 WIDE
- (W) D.P. 1184902 - EASEMENT FOR DRAINAGE OF WATER 1.5, 2.0 WIDE & VARIABLE WIDTH

Reg:R263857 /Doc:DP 1204397 P /Rev:06-Mar-2015 /Sts:SC.OK /Fgs:ALL /Prt:27-Feb-2017 12:33 /Seq:1 of 7
Ref:22372/1 /Src:M

AREAS AND DIMENSIONS ARE
SUBJECT TO FINAL SURVEY &
REGISTRATION OF PLAN AT LAND
REGISTRY SERVICES OFFICE

PROPOSED LOT 5: HOTEL (UNDER CONSTRUCTION)
PROPOSED LOT 6: EARLY LEARNING CENTRE (SUBJECT TO FUTURE DA)
PROPOSED LOT 7: GYM (MINGARA ONE)
PROPOSED LOT 8: RESIDUE
PROPOSED LOT 9: MINGARA CLUB

NOTES
1. BOUNDARIES AND EASEMENTS SHOWN ON THIS PLAN ARE BASED ON PLANS AVAILABLE ON PUBLIC RECORD AT TIME OF SURVEY AND PRELIMINARY SURVEY INVESTIGATIONS ONLY. ALL BOUNDARIES, DIMENSIONS, AREAS AND EASEMENTS ARE SUBJECT TO FINAL SURVEY AND REGISTRATION OF A PLAN WITH THE NSW LAND REGISTRY SERVICE.
2. THE LOCATION OF ALL EASEMENTS HAVE BEEN REMOVED FROM THIS PAGE FOR CLARITY PURPOSES.
3. THIS PLAN HAS BEEN PREPARED FOR DEVELOPMENT APPLICATION PURPOSES AND SHOULD NOT BE USED FOR ANYTHING OTHER THAN THAT PURPOSE.
4. ADDITIONAL EASEMENTS MAY BE CREATED OR RELEASED & IS SUBJECT TO FURTHER SURVEY.



DRAFT

VER	BY	AMENDMENTS	DATE
1	1	INITIAL SCALE	20/04/24
2			
3			
4			
5			
6			

THE POSITION OF SERVICES SHOWN ON THIS DRAWING ARE INDICATIVE ONLY AND HAVE BEEN PLACED FROM PLANS AND DRAWINGS SUPPLIED BY RELEVANT AUTHORITIES.
SERVICE AUTHORITY: MTS, MANHOLE, POLE, WAREHOUSE, ETC. WHERE SHOWN AT TIME OF SURVEY. HAVE BEEN LOCATED. THE SURVEY DOES NOT INCLUDE INVESTIGATION OR LOCATION OF UNDERGROUND INFRASTRUCTURE.
SERVICES INFORMATION SHOWN ON THIS DRAWING HAS BEEN OBTAINED THROUGH A REFERENCE TO THE AUSTRALIAN SEARCH AND IS VALID FOR THE PERIOD OF THE PERIOD OF THE DATE OF ISSUE INDICATED BY THE SURVEYOR.
PRIOR TO ANY STRUCTURAL, EXCAVATION OR CONSTRUCTION OR OF ADJACENT TO THE SITE, YOU DO AUSTRALIAN SEARCH AND TO CONFIRM ALL THE RELEVANT AUTHORITIES TO ESTABLISH AND CONFIRM THE DETAIL LOCATION AND DEPTH OF ALL UNDERGROUND SERVICES.

CLIENT
MINGARA RECREATION CLUB LTD
BOX 8003
MINGARA DRIVE,
TUMBI UMBI NSW 2261

BW Beveridge Williams
Land Development Consultants
Registered Surveyors
General Contact (02) 4351 2233
www.beveridgewilliams.com.au

DL14612
PLAN OF PROPOSED SUBDIVISION OF
LOT 13 DP1204397 & LOT 1 DP1010532
MINGARA DRIVE
TUMBI UMBI

SCALE ORIGINAL
1:1000
SHEET SIZE
A1
CAD REFERENCE: 2103119-PSD-003-A
0 30 60 90
SCALE ON ORIGINAL DRAWING AT 1:1000

SURVEYOR: N/A
DRAWN: E.D. & M.W.
CHECKED: R.P.
SURVEY DATE: N/A
VERTICAL DATUM: AHD
HORIZONTAL DATUM: MGA

PROJECT No.
2103119
DRAWING REF.
PSD-003
VERSION
A
SHEET 1 OF 3

'J' & G easements
'To be released'
'EJ', 'EG' to be created

AREAS AND DIMENSIONS ARE
SUBJECT TO FINAL SURVEY &
REGISTRATION OF PLAN AT LAND
REGISTRY SERVICES OFFICE



DIAGRAM 3 - PROPOSED EARLY LEARNING CENTRE LOT
SCALE: 1:300

PROPOSED LOT 5: HOTEL (UNDER CONSTRUCTION)
PROPOSED LOT 6: EARLY LEARNING CENTRE (SUBJECT TO FUTURE DA)
PROPOSED LOT 7: GYM (MINGARA ONE)
PROPOSED LOT 8: RESIDUE
PROPOSED LOT 9: MINGARA CLUB

NOTES:
1. BOUNDARIES AND EASEMENTS SHOWN ON THIS PLAN ARE BASED ON PLANS AVAILABLE ON PUBLIC RECORD AT TIME OF SURVEY AND PRELIMINARY SURVEY INVESTIGATIONS ONLY. ALL BOUNDARIES, DIMENSIONS, AREAS AND EASEMENTS ARE SUBJECT TO FINAL SURVEY AND REGISTRATION OF A PLAN WITH THE NEW LAND REGISTRY SERVICE.
2. THE LOCATION OF ALL EASEMENTS HAVE BEEN REMOVED FROM THIS PAGE FOR CLARITY PURPOSES.
3. THIS PLAN HAS BEEN PREPARED FOR DEVELOPMENT APPLICATION PURPOSES AND SHOULD NOT BE USED FOR ANYTHING OTHER THAN THAT PURPOSE.
4. ADDITIONAL EASEMENTS MAY BE CREATED OR RELEASED & IS SUBJECT TO FURTHER SURVEY.

EXISTING EASEMENTS:
(E) EASEMENT FOR WATER SUPPLY 1 MILE (DP84115)
(G) RIGHT OF CARRIAGEWAY & EASEMENT FOR PARKING
3.5, 4.6, 7.8, 13, 23.6, 29.1, 34.6 MILE & VARIABLE (DP101197)
(H) EASEMENT FOR ELECTRICITY SUPPLY 2 MILE (DP84115)
(J) RIGHT OF FOOTWAY 3 MILE (DP101197)

EASEMENTS TO BE RELEASED:
(G) RIGHT OF CARRIAGEWAY & EASEMENT FOR PARKING
3.5, 4.6, 7.8, 13, 23.6, 29.1, 34.6 MILE & VARIABLE (DP101197) - PART ONLY
(J) RIGHT OF FOOTWAY 3 MILE (DP101197)

EASEMENTS TO BE CREATED:
(EJ) RIGHT OF CARRIAGEWAY & EASEMENT FOR PARKING VARIABLE WIDTH
(EG) RIGHT OF FOOTWAY 2 MILE & VARIABLE

DRAFT

VER	BY	AMENDMENTS	DATE
1	P. D.	INITIAL VERSION	16/05/24
2			
3			
4			
5			

THE "POSITION OF" SERVICES SHOWN ON THIS DRAWING ARE "NOTES" ONLY AND HAVE BEEN PLACED FROM PLANS AND SPACINGS SUPPLIED BY RELEVANT AUTHORITIES.
IF THE SURVEYOR HAS BEEN ADVISED BY THE RELEVANT AUTHORITIES OF ANY CHANGES TO THE LOCATION OF ANY SERVICES, THE SURVEYOR SHALL BE RESPONSIBLE FOR THE LOCATION OF ANY SERVICES SHOWN ON THIS DRAWING AND NOT BE RESPONSIBLE FOR THE LOCATION OF ANY SERVICES SHOWN ON THIS DRAWING.
THE SURVEYOR SHALL BE RESPONSIBLE FOR THE LOCATION OF ANY SERVICES SHOWN ON THIS DRAWING AND NOT BE RESPONSIBLE FOR THE LOCATION OF ANY SERVICES SHOWN ON THIS DRAWING.
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CLIENT:
MINGARA RECREATION CLUB LTD
BOX 8003
MINGARA DRIVE
TUMBI UMBI NSW 2261

BW Beveridge Williams
Land Development Consultants
Registered Surveyors
Central Coast (02) 4351 2233
www.beveridgewilliams.com.au

DETAILS:
PLAN OF PROPOSED SUBDIVISION OF
LOT 13 DP1204397 & LOT 1 DP1010532
MINGARA DRIVE
TUMBI UMBI

ORIGINAL
SCALE: 1:100
SHEET SIZE: A1
CAD REFERENCE: 2103119-PSD-003-A
SCALE: ON ORIGINAL DRAWING AT 1:300

SURVEYOR: N/A
DRAWING: E.D. & M.W.
CHECKED: R.P.
SURVEY DATE: N/A
VERTICAL DATUM: AHD
HORIZONTAL DATUM: MGA

PROJECT NO: 2103119
DRAWING REF: PSD-003
VERSION: A
SHEET 3 OF 3

Brian Barnett

PRIOR to
ATHLETIC TRACK

DEVELOPMENT APPLICATION 1296/98

Applicant's Name

Trustees Mingara Recreation Club Ltd
PO Box 3
TUMBI UMBI NSW 2261

Land to be Developed

12 Mingara Dr
TUMBI UMBI NSW 2261
Lot 227 DP 864114

Proposed Development

Carpark Facility

BCA Building
Classification

Class 7

DETERMINATION

Made On

12/11/1998

Determination

Consent granted subject to
conditions described below

Consent to Operate From 12/11/1998

Consent to Lapse On 12/11/2000

Details of Conditions
(including Section 94
conditions)

- 1 The development taking place in accordance with the approved development plans reference number No 1, 98-454 dated July 1998, as amended in red by Council, and except as modified by, any conditions of this consent.
- 2 The provision of carparking spaces (with minimum dimensions of 5.5 metres x 2.5 metres) in accordance with Council's Development Control Plan - Carparking. The carparking spaces and any off-street loading and unloading area to be constructed, sealed, marked, drained and maintained in accordance with Council's Development Control Plan No C1 - Carparking. All work is to be completed prior to occupation/use of the development.

Bowling Green
Car Park?

- 3 The obtaining of a Compliance Certificate for stormwater disposal in accordance with Council's Engineering Requirements for Development prior to the issue of a Construction Certificate. All drainage works to be completed prior to occupation/use of the development.
- 4 The control of erosion and the prevention of silt discharge into drainage systems and waterways in accordance with Council's Engineering Requirements for Development and Policy for Erosion and Sediment Control from Building Sites. The control of erosion and silt discharge will involve works and measures on site and possible additional silt retention works.
- 5 The provision and maintenance of landscaping in accordance with Council's Policy Number L1 - Landscape for Category 2 development including the engagement of an approved landscape consultant and contractor for the landscaping and the lodgement of a bank guarantee, prior to the issue of a Construction Certificate, for either the cost of the landscaping works or 5% of the total development cost.
- 6 The developer being responsible for any costs relating to minor alterations and extensions of existing roads, drainage and Council services for the purposes of the development.
- 7 Amendments to the plan to provide traffic controls satisfactory to Council prior to the commencement of works for the following:
 - i the deletion of the Entry and Exit signs and the carpark to be designed for two-way traffic flow;
 - ii the intersections of the access points to be modified generally as shown in red on the approved plan;
 - iii traffic management facilities to be provided along the access road and the carpark;
 - iv incorporate the other details shown in red on the approved plan.
- 8 The adjustment of any services as a consequence of the development at no cost to Council.
- 9 The submission of a stormwater management plan for the development to be approved by Council prior to the commencement of works. The design is to include treatment measures for the stormwater discharging from the site is satisfactorily controlled. All works are to be completed prior to commencement of use/operation of the development.



Reasons for Conditions

- 1 To ensure the orderly implementation of the objectives of the Environmental Planning and Assessment Act 1979 and the Wyong Local Environmental Plan; and
- 2 To ensure that the local amenity is maintained and that the development does not hinder the proper and orderly use of the subject land and its surrounds.

Right of Appeal

If you are dissatisfied with this decision, Section 97 of the Environmental Planning and Assessment Act gives you the right to appeal to the Land and Environment Court within 12 months after the date on which you receive this notice.

Should you require further details regarding the conditions of consent, you are invited to contact Council prior to any appeal.

Signed on Behalf of the Consent Authority

Date:

12/11/1998

Response to Tumbi Umbi Retirement Village – Amendment Report 2 (15 December 2025) - SSD-63475709

Prepared by: Kaye Lovie

On behalf of Central Coast Athletic Track Committee

Former President, Central Coast Athletics (1990s – 2000)

Date: 16th February 2025

Recipients:

- State Significance Development (SSD) Assessment Team
- Lucinda Craig - Senior Planning Officer - Social and Diverse Housing Assessments
SSD Independent Review Committee, NSW Government
- Mingara Leisure Group Board and CEO & Chairman Board of Directors
14 Mingara Drive, Tumbi Umbi NSW 2259
- Central Coast Council - CEO, Mayor, Development Advisory Services.

Response to Tumbi Umbi Retirement Village

– Amendment Report 2 (15 December 2025) - SSD-63475709

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Purpose of Submission

This submission responds to the Tumby Umbi Retirement Village – Amendment Report 2 (15 December 2025) - SSD-63475709 and addresses ongoing concerns regarding the Central Coast Regional Athletics Track, particularly in relation to parking, traffic and operational impacts.

It is provided in addition to: *Formal Objection and Request for Immediate Action prepared by Kaye Lovie on behalf of the Central Coast Athletic Track Committee (11 November 2025).*

While the Amendment Report 2 introduces pedestrian upgrades, landscaping enhancements, circulation changes and minor residential parking adjustments, it does not resolve the core issue consistently raised by Council, the athletics community and the public:

The permanent loss of approximately 300 established adjacent grassed overflow parking spaces that directly service the Regional Athletics Track.



IMAGE A: Parking during School Athletic Carnival. 600 + cars on grass area. 5th September 2025.



Image B and C: School Event. 500 + cars on grass. 25th September 2025

This is not a minor operational issue. The Regional Track has a long history of developing NSW State, Australian, Olympic and World-level athletes. Coaches have already indicated they will reconsider their involvement if adjacent parking is removed, citing time lost searching for parking, long walks carrying equipment, and safety concerns for young athletes moving through a licensed club car park and internal roadways at night, out of direct supervision.

Reduced parking access will inevitably impact participation. If coaches leave and families choose alternative venues, competition numbers will decline. A multi-million-dollar NSW Government and Local Council funded Regional facility cannot function at scale without practical, adjacent event parking.

Without that infrastructure, the facility risks gradual downgrading from a Regional athletics venue to a local club-level track, undermining decades of investment, athlete development and community sport.

The report proposes:

- Upgraded footpaths and enhanced lighting
- Reconfigured turning loop
- Parent drop-off spaces
- Disabled parking (5 spaces)
- Bus turning and drop-off areas

These measures may improve pedestrian amenity and internal circulation. However, they do not address the fundamental issue: the removal of established adjacent overflow parking that has supported the Regional Athletics Track for more than 25 years.

Pedestrian upgrades do not replace parking capacity.

The Amendment Report does not:

- Reinstate the lost overflow spaces
- Provide dedicated, adjacent athletics parking
- Demonstrate updated whole-of-precinct peak demand modelling
- Address cumulative parking pressure from the Hotel, Child Care, Gym and the broader Club operations for overflow parking and major events
- Provide sufficient parent drop/off pick, only 2 spaces for 100's athletes and remote parking
- Inadequate 3 buses turning loading bay, currently 6 spaces used, 10 proposed in 1998 DA
- 5 disabled places underestimates the needs of track for disabled athletes and the likely use from senior housing visitors using these spaces
- Truck road access to 2 gates for maintenance, equipment and Mingara groundsmen storage

Accordingly, the fundamental parking deficiency remains unresolved.

It is clear in various DA submissions for the Childcare Centre, Hotel and now the Seniors living, that the shared car park has continually been misrepresented on usage and allocation to each facility.

This has been raised in our previous objection.

1. Addressing Section 2: Response to Agency and Council RFIs and Stakeholder Engagement. (p.12–13)

This section asserts that:

- Athletics parking can be integrated within the broader Mingara Recreation Club (MRC)
- "Ample parking" exists within short walking distance
- Event parking can be accommodated in hard and grass overflow areas
- There will be no loss of service to surrounding roads
- The arrangement satisfies historical consent

These conclusions are reached by treating all parking across the precinct as a shared pool, without properly acknowledging the removal of the long-established adjacent overflow capacity that has directly serviced the Regional Athletics Track for 25 years.

1.1 Loss of Parking and Impacts on the Neighbourhood

Council has raised clear concerns that, should the established overflow parking be lost, event parking will spill into neighbouring residential streets.

- **“Ample Parking” Assertion**

The claim of “ample parking” depends entirely on continued shared use of the existing Club carpark. However:

- Approximately 300 established overflow spaces are being permanently removed
- No equivalent adjacent dedicated hardstand replacement is provided
- Proposed overflow areas are remote, flood-affected, gated or shared
- Lighting and pathways do not create additional parking supply

The issue is not pedestrian amenity. The issue is loss of capacity.

Mingara Recreation Club is the largest licensed recreation club on the Central Coast, with approximately 37,000 members and is a major regional destination venue. Yet it has approximately 783 car spaces servicing the entire facility significantly fewer than comparable NSW clubs:

Image 1 Comparable NSW clubs parking:

Club	Car Spaces (Approx.)	Hotel	Auditorium / Major Events	Regional Athletics Track	Seniors Living	Childcare
Rooty Hill RSL	2,670	No	Yes	No	No	No
Canterbury Leagues	2,000	No	Yes	No	No	No
Penrith Panthers	1,600 2,500	Yes	Yes (Stadium)	No	No	No
Mounties, Mt Pritchard	1,199	No	Yes	No	No	No
Mingara Recreation Club	783	Yes	Yes	Yes	Proposed	Approved

These **783 spaces service concurrent users across all the Mingara precinct**, including:

- Club patrons - 37,000 members
- Hotel guests - 92 rooms, 11 staff
- Child care users - 112 children, 27 staff once operational

- Gymnasium - 1,200 sq mts
- Olympic-size pool, splash,hydro - 3,200 sq mts
- Auditorium / Function rooms - 1,488 sq mts; 1,000+ capacity
- Dining Area - 2,517 sq mts
- Licensed area - 882 sq mts
- Gaming area - 1,850 sq mts
- Office Premises - 100 sq mts - 2 parking spaces
- Bowling greens - 2 outdoor greens
- Regional Athletics Track patrons - up to 1,000 persons with capacity for 3,000
- Senior Housing proposal - visitors parking

All of these are shared uses overlap during peak periods

Council allowed a “*deficiency on site of 639 spaces which is a 45.16% variation*” (Child Care 1969/2023 DA) a reduction on the **required 1,415 parking spaces**. Council consideration was that athletics “*parking provided on grass area*” an additional 300 overflow spaces are available.

The removal of adjacent overflow fundamentally alters the parking equation for the entire precinct.

Event Traffic Management Plan (ETMP)

The ETMP proposes accommodating events within:

- Existing hardstand areas
- Identified grass overflow areas

However:

- Hardstand areas are already utilised during peak 4pm–7pm periods
- Grassed areas are remote and partially flood prone affected H3, H4, H5.
- No new parking supply has been created

An ETMP manages traffic flow. It does not create capacity.

Requires the schools and club events, who pay to hire the facility to manage parking and buses this is unrealistic and unworkable for teachers and volunteers

“No Loss of Service to Surrounding Roads” Statement

The traffic conclusions rely on limited survey data that did not capture the regular use of the track:

- School carnivals, athletics and pool 100 + 125 = 225 bookings in 2025
- Weekly club Friday night summer competitions 670 athletics registered members
- Training Tues, Wed, Thurs afternoon Year round athletic and soccer use
- Regional athletics events, carnivals 1 or 2 days. 1,500 athletes at Feb 26
- Central Coast Zone Athletics 2,127 members + supporters
- Soccer - Berkley Vale Soccer Club winter 940 members - weekly comp 2 locations
- Relay for Life, Cancer Council Fundraiser 2 day yearly, 100s athletes & supporters
- Christmas under the Stars 3,000 attendees in 2024 Cancelled 2025
- Major club events (weddings, concerts, expos)

- Full staff parking demand 2 supplied likely 100 -200 precinct staff
- Holiday peak periods
- Hotel operations
- Child care operations
- 3 Restaurants, function rooms, gaming, bars
- Visitor parking for Seniors housing

The surveys referenced were:

- Three hours of observation in 2023
- A two-hour peak in March 2022
- No road counters
- No assessment of major events
- No 2025 peak assessments

The March 2022 survey occurred during post-COVID participation decline and seasonal transition between athletics and soccer.

The November 2023 survey included: One-hour Thursday morning and afternoon observation, Midday Saturday observation

During that time:

- No athletic competition was occurring
- Only 15 - 45 people were training
- The hotel was not operational
- The child care centre was not operational
- No major functions, business, skills, flower expos, wedding, rock concert.

This does not represent actual peak demand conditions.

There has been no whole-of-precinct parking assessment reflecting concurrent peak operations across all uses. Photographs previously supplied demonstrate limited parking availability during real precinct events.

The Traffix p44 Traffic and Accessibility Table - Peak parking is outdated and does not reflect the actual peak use 4pm - 7pm period during the week, along with Friday and Saturday 6 - 7 pm use or the thousands of daily car movements (2,000-3,000) when major events occur.

Athletics car parking

The proposal will displace an area used for overflow Athletics track car parking of 150 spaces. As such an analysis of the whole precinct's parking requirements at the worst case cumulative peak of 6pm-7pm (viewed as conservative) was undertaken and is summarised as follows:

Land use	Parking location	Parking demand	Spaces provided
Existing club	Club car park	359	791
Approved hotel	Club car park and hotel	92	11
Proposed child care	Club car park - north	27	-20
Existing athletics track	Club car park	300	0
		778	782

Athletics rejects the “*whole precincts*”, “*worst case cumulative peak*” parking table presented in 2025. The table implies only 359 spaces required for all club entertainment areas, yet 377 are required for restaurants in the Child Care Traffic Report (pg 25, 26 presented, 11 November report)

There has been no whole-of-precinct parking assessment reflecting concurrent peak operations across all uses. Photographs previously supplied demonstrate limited parking availability during real precinct events.

1.2 Location of Parking

Council has specifically noted that only two spaces are located near the track and that replacement parking should be in a convenient and safe location close to the facility.

- **“No Net Loss” Statement**

The statement that the amendment results in “no net loss of car parking for athletics users” is misleading in practical and operational terms.

The proposal removes the established adjacent overflow parking that has supported the Regional Athletics Track for over 25 years and attempts to redistribute those spaces into remote, shared and, in some cases, restricted areas within the broader precinct.

In particular, the amendment relies on approximately 96 gated grassed spaces located near the drain on Wyong Road within Flood Zones H3, H4 and H5. These areas are flood-affected, remote from the track. They do not provide equivalent reliability, proximity or safety compared to the long-established adjacent overflow area.



IMAGE A - Proposed overflow in flood prone areas 400m from athletics track

Redistribution is not a replacement.

Relocating parking into shared hardstand areas already servicing 37,000 club members, hotel guests, gym and pool users, childcare, staff, 3 restaurants, gaming, auditorium, function centres and major events does not create new capacity. It increases competition within an already constrained parking pool.

While the amendment includes landscaping and pedestrian upgrades, these do not compensate for the loss of scalable, adjacent event parking capacity.

A “convenient 400 metre walk” through a licensed club precinct may satisfy a theoretical planning metric, but it does not provide functional equivalence for:

- Young children attending Little Athletics
- Disabled athletes requiring equipment unloading
- School groups arriving in large numbers
- Parents, grandparents carrying supplies, chairs, tents and equipment
- Night-time competitions requiring safe visibility

Planning assessment must consider operational reality and peak concurrent demand, not aggregated numerical counts.

Those numerical counts have already been redistributed across successive development applications within the precinct, including the Childcare Centre, Hotel, Gym and then 45% council parking reduction on the full club precinct operation, each relying on the same shared parking pool on subdivided land holdings within the precinct.

The cumulative effect is reduced practical availability now exposed by the removal of the adjacent athletics overflow.

When assessed against real-world usage and peak conditions, there is a clear functional loss of parking capacity for athletics users.

Joint Meeting with Athletics NSW, Little Athletics, Mingara Athletic Club, Pariter, Mingara

No comments have been made by Mingara Pariter in regards to the traffic reports failings, negative impact on athletics development, reduced regional, carnival events, loss of membership, coaches, financial viability of the track, reduced functionality of the track to schools, athletic clubs, soccer and the wider Central Coast Community with the removal of the adjacent current grass carpark

Members of athletics are also members of the Mingara Club; they will park as close as possible not on overflow remote grass locations, this will displace patrons visiting restaurants, auditorium, gym. The impact of removing athletic parking is significantly negative to all the community and the club

In regards to items raised at meeting not fully addressed in the revised plans

- | | |
|---------------------------------------|------------------------------------|
| ● 3 bus bays reduced from currently 6 | - unworkable and inadequate |
| ● Parents drop off/pick up area | - inadequate |
| ● 5 disabled spaces relocated | - inadequate |
| ● Road access for deliveries | - supplied for light vehicles only |
| ● 2 access roads to track for trucks | - not resolved |
| ● Parking plans on flood prone land | - unchanged, gated, not resolved |
| ● 150 spaces absorbed in club parking | - not resolved, not allocated |

1.3 Historical Consent (DA/420/98)

DA/420/98 required provision for:

- 150 permanent parking spaces
- 150 overflow parking spaces
- Set-down areas

- Bus provisions
- Referenced up to 430 grassed overflow spaces adjacent to the track.

This was also reviewed in our previous objection in November 2025.

Council did not agree with Mingara use of shared parking in the DA consent or the Development Assessment 16 Feb 1999. “.. *the demands for the athletics facility needs to be provided separately*”. 150 spaces of hard surface and 150 part of the “*grassed overflow parking up to 430 spaces is available*”. The Traffic Committee recommended “150 spaces adjacent to the athletic facility” The DA consent states “*near to the development*” likely to allow for the Beckingham Rd corridor.

As a volunteer Athletics Committee we don't have the capacity or ability to provide a legal argument but for approximately 25 years, the adjacent overflow area has operated as the functional event parking for the Regional Athletics Track. It has supported school carnivals, Friday night competitions, regional championships and major events. It has also absorbed overflow during large club functions. This is not theoretical parking shown on a plan it has operated continuously as the event capacity underpinning the Regional facility.

The report relies on a letter by Colin Bigsley & Paisley (CBP) asserting that DA/420/98 remains technically compliant and that Condition 8 was satisfied in 2000. Even if accepted procedurally, this does not resolve the planning issue before the Department.

The relevant question is not whether a condition was historically deemed satisfied. The question is whether the Regional Athletics Track continues to be supported by adequate, practical and event-capable parking infrastructure.

DA/420/98 facilitated the establishment of a Regional sporting facility intended to operate at scale. The adjacent overflow carpark allowed scalable capacity for carnivals, buses, equipment transport, disabled access and safe family movement.

The current proposal removes that established adjacent overflow area and redistributes parking across shared club hardstand areas and remote grassed locations. While numbers may be reallocated on paper, the functional arrangement that has supported the facility for 25 years is materially altered.

Compliance must be assessed against the operational intent and planning purpose of the original consent, not solely against a narrow legal interpretation.

The issue is not whether parking can be mathematically redistributed within a shared commercial precinct. The issue is whether the Central Coast Regional Athletics Track continues to be supported by practical, adjacent and event-scalable parking infrastructure.

Under the current proposal, it does not.

2 . Addressing Section 3: DPHI RFI Response (p.26-35)

The report's response to DPHI RFI asserts:

- 150 all-weather spaces can be accommodated in the Club carpark
- 150 grass overflow spaces exist
- Overflow is not required for all activities

- The site is walkable
- Users will adjust parking habits

These statements do not resolve the loss of adjacent overflow.

2.1. Historical Compliance

The assertion that DA/420/98 “remains valid and compliant” addresses a narrow legal question, not the planning question currently before the Department.

As a volunteer Athletics Committee we don’t have the capacity or ability to provide a legal argument. But even if Condition 8 was deemed satisfied in 2000, the relevant issue for this State Significant Development is whether the Regional Athletics Track continues to be supported by adequate functional parking infrastructure in 2026 and beyond.

This SSD is not a historical compliance audit. It is an assessment of planning merit, cumulative impact and public interest. A development can be technically compliant with an old consent yet still create unacceptable operational impacts today.

The removal of established overflow parking is a forward-looking planning issue, not a retrospective legal one.

2.2. No Ongoing Parking Obligation

The argument that no specific overflow area was legally “fixed” in the consent avoids the practical reality of how the site has operated for 25 years.

While the stamped Construction Certificate plans may not label “overflow parking,” The Paynter Dixon Traffic Management Plan does exist at council and is referred to within the Development Assessment Panel report. Stage 1 the adjacent grassed area has functioned continuously as event parking for the Regional facility. That operational arrangement formed the practical basis upon which the facility has successfully operated. The Stage 2 reassessment has never been undertaken, photos of 600 cars at a school event have been presented in 2025.

Planning assessment must consider how infrastructure functions in practice not only what is labelled on stamped drawings from 2000.

Removing land that has operated for decades as athletics event parking is not neutral simply because a historic plan did not annotate it.

The physical reality on the ground is what matters.

2.3 Capacity Exists Within the Precinct

The claim that 150 all-weather spaces can be accommodated in the existing Club carpark assumes surplus capacity exists.

That assumption has not been demonstrated through updated whole-of-precinct peak modelling.

The Club carpark services:

- 37,000 members
- A 92-room hotel

- A 1,000 sqm gym
- An Olympic indoor pool, splash and hydro
- Child care 112 places
- Auditorium and functions
- 3 Restaurants, Gaming, licensed bars
- Shops, karate studio, physio,
- Staff
- The Regional Athletics Track

These uses overlap during peak 4pm–7pm periods.

Reallocating 150 existing shared spaces does not create new parking supply. It redistributes demand within an already constrained system.

Similarly, the proposed 150 grassed overflow spaces:

- Are remote
- Include flood-affected areas (H3, H4, H5)
- Are partially gated

They are not functionally equivalent to adjacent event overflow.

Capacity on paper is not the same as reliable, adjacent, event-capable capacity.

2.4. “No Net Loss” of Parking

The statement that there is “no net loss of car parking for athletics users” is based on numerical redistribution, not functional replacement.

Approximately 300 established adjacent overflow spaces are being permanently removed.

Those spaces:

- Directly serviced the track
- Scaled for carnivals and Friday competitions
- Absorbed peak demand
- Supported safe bus coordination
- Provides safety to athletes of all ages, coaches, at night training sessions

Redistributing spaces elsewhere in a shared commercial precinct is not an equivalent replacement.

Redistribution is not restoration.

The correct test is functional equivalence, not arithmetic balance.

2.5. Walkability and Behavioural Adjustment

The report describes a 400 metre walk as “convenient” and notes that users will adjust parking habits over time.

- Young children, tiny tot athletes and siblings
- Elderly spectators, grandparents
- Disabled athletes, wheelchair and handicapped

- Parents carrying equipment, folding chairs, tents, prams
- Officials transporting hurdles, timing gear,

A 400 metre walk across internal club roads is not equivalent to adjacent parking. Planning adequacy cannot rely on behavioural adaptation to compensate for reduced infrastructure.

The question is whether the infrastructure is adequate, not whether users can adjust to its reduction and cope. Plus years of building and the additional parking requirements of 150 construction workers

2.6. Improvements Represent a Better Outcome

The proposed improvements to landscaping, lighting, footpaths, drop-off areas and circulation upgrades are to improve amenity and presentation.

However, they do not increase total precinct parking supply.

They do not replace the 300 established overflow spaces.

They do not restore event scalability. They do not resolve cumulative precinct intensification. Aesthetic and circulation upgrades cannot be substituted for lost capacity.

The issue is not whether the entrance looks improved. The issue is whether the Regional Athletics Track retains the parking infrastructure necessary to operate safely and at scale.

Under the current proposal, it does not.

3 . Addressing Section 4: Amendments

- *“Lastly, additional athletics track improvements including new pedestrian connections and raised access, re-aligned and increased disabled parking, parent drop off spaces, bus turning bay and bus drop off, road reshaping, and enhanced landscaping and footpath between the TURL and the athletics track.” p.37*

While these works may improve circulation and visual presentation, they do not address the fundamental issue raised in submissions that is the permanent loss of established adjacent overflow parking that has supported the Regional Athletics Track for 25 years.

New pedestrian pathways and raised crossings improve safety once a person has parked. They do not increase parking supply. They do not restore event scalability. They do not replace the approximately 300 grassed overflow spaces currently functioning as event capacity.

5 disabled accessible spaces may improve layout efficiency compared to the previous turning circle arrangement. However, five accessible spaces remain inadequate for a Regional facility hosting disabled athletics, school carnivals and major competitions. Senior housing visitors will utilize it. The issue is not simply positioning, but overall provision relative to peak demand.

Two parent drop-off bays and a bus turning area for three buses does not reflect the operational reality of large school carnivals and regional events, where multiple buses and large volumes of children arrive concurrently. Road reshaping does not create additional space; it redistributes limited internal circulation within an already constrained footprint.

Event management expectation of teachers to arrange *“staggered bus drop off, no buses are required to wait along internal roads”*. 3 bays will cause unacceptable significant time delays, traffic congestion currently 6 buses can park independent of track carpark. The bus bays require separate access to parent drop off zone for safety and congestion

Light vehicle road access to track, landscaping enhancements and footpath upgrades improve amenity but do not compensate for the loss of adjacent, scalable event parking. No truck road entry provided to track equipment sheds, staging events. Mingara grounds maintenance crew containers, equipment and fire, ambulance entry to wetland and grandstand

The core planning question remains unchanged: whether the Central Coast Regional Athletics Track retains practical, adjacent, event-capable parking sufficient for a growing regional population. Circulation improvements cannot substitute for lost capacity.

The proposed upgrades are amenity enhancements. They are not parking replacement

- *“Sales agents and visitors can be easily accommodated within the adjacent Mingara Recreation Club car park”*

The Amendment states that the Display Suite will have minimal staff and appointment-only viewings, and that any overflow can be *“easily accommodated”* within the Mingara Club car park.

While the number of people may be small, the principle is concerning.

At the same time that approximately 300 established overflow spaces servicing the Regional Athletics Track are being permanently removed, the proposal assumes additional parking demand can simply be absorbed into the same shared precinct car park.

This continues the pattern of relying on shared parking without increasing overall supply. Even minor additional demand contributes to cumulative pressure within a precinct already operating with overlapping peak uses.

The issue is not the scale of the Display Suite in isolation. It is the ongoing assumption that shared parking can absorb new demand while established capacity is being reduced.

- *“Focusing on improved pedestrian connectivity, vehicle circulation, accessibility, landscaping and track entrance enhancements.”*

The proposed athletics *“improvements”* are noted. Works such as new pedestrian connections, raised crossings, road reshaping, landscaping, relocated accessible parking, parent drop-off areas and a bus turning bay may enhance presentation and circulation

However, as outlined in Section 3 of this submission, these measures do not address the fundamental issue of lost adjacent overflow parking capacity.

The proposal focuses on circulation design and amenity upgrades, but it does not reinstate the approximately 300 established grassed overflow spaces that have historically supported the Regional Athletics Track during peak events.

The inclusion of two parent drop-off bays, five accessible spaces and a three-bus turning area does not compensate for the removal of scalable, adjacent event parking infrastructure.

Accordingly, while the proposed works may improve the visual presentation and pedestrian movement within the precinct, they do not resolve the operational parking deficiency identified earlier in this submission.

- *"It is noted that as part of the proposed upgrades to athletic facilities, the ambulance bay to the east of the athletics entry is on lot 71 DP 101191"*

While it is acknowledged that Mingara Recreation Club Ltd is the registered owner of both Lot 13 DP1204397 and Lot 71 DP101191, ownership alone does not resolve the planning implications of the proposed works.

Lot 71 contains the Central Coast Regional Athletics Track, a publicly funded Regional sporting facility established under DA/420/98 and supported by State and Local Government investment leased by Mingara Recreation Club from Central Coast Council. The fact that works extend onto this lot is significant. It confirms that land associated with a Regional public recreation facility is being physically reconfigured to facilitate a private retirement village development.

The provision of owners' consent addresses land tenure, but it does not address:

- The operational impact on the Regional facility
- The cumulative loss of established overflow parking
- The change in how the athletics land functions within the precinct
- The broader public interest considerations attached to publicly funded recreation infrastructure and Funding Agreement

The proposed works on Lot 71 are not standalone upgrades initiated for the benefit of the athletics facility. They are consequential to the retirement village proposal and are necessary because established overflow parking is being removed that covers all of Stage 1 Senior Housing project

Accordingly, the issue is not whether the landowner has provided consent. The issue is whether it is appropriate, from a planning and public interest perspective, for Regional sporting land to be altered in a manner that reduces the functional capacity of the facility in order to accommodate private residential development.

Conclusion

Amendment Report No. 2 does not resolve the fundamental issue before the SSD.

The proposal permanently removes approximately 300 established adjacent parking spaces that have supported the Central Coast Regional Athletics Track for over 25 years. Those spaces have enabled school carnivals, regional championships, Friday night competitions, bus coordination and safe movement of children and families. They have functioned as the scalable event capacity underpinning a publicly funded Regional sporting facility.

The Amendment does not address that capacity issue.

Instead, it relies on redistribution within a shared precinct parking pool already servicing 37,000 club members, a 92-room hotel, gym and aquatic facilities, approved child care, major events and staff. It assumes surplus capacity without presenting updated whole-of-precinct peak modelling. It identifies

remote and flood-affected grass areas as substitute overflow. It proposes circulation and amenity upgrades as improvements while overall practical parking capacity is reduced. The bulk and scale of the senior housing is not in keeping with the amenity and character of the surrounding residential area; it is an over intensification of land use equal to inner city living.

An Event Traffic Management Plan manages vehicle movement, transfers the responsibility to groups who hire the facility to become traffic controllers, unacceptable. It does not create parking supply.

The traffic conclusions are based on limited survey periods that did not capture concurrent peak operations, major events, hotel use, child care , gymnasium use or full staff demand. No comprehensive whole-of-precinct capacity assessment has been provided to demonstrate that the intensified land use can be accommodated without degrading the operational integrity of the Regional Athletics Track.

DA/420/98 facilitated the establishment of a Regional athletics facility intended to operate at scale. The provision of permanent and overflow parking was integral to that approval and to the practical functioning of the facility, traffic management, parking formed part of the DA submission and consent. The removal of long-established adjacent overflow capacity materially alters the operational arrangement that has existed since that consent. As a volunteer committee we do not have the ability or capacity to review the letter by Colin Bigsley & Paisley (CBP).

This is not a minor adjustment to the parking layout. It is a structural change to how a Regional facility functions for the current Central Coast population of 360,000 people, the third largest region in NSW and the 10 largest in Australia.

The Central Coast Regional Athletics Track is a publicly funded asset intended to operate at scale for a growing population. Its parking infrastructure is fundamental to safety, accessibility, event capability and continued Regional status. Reducing adjacent scalable capacity while increasing residential intensity within the same precinct creates an imbalance between private development benefit and public recreation creating a significant negative impact.

The relevant planning question is straightforward:

Does the Regional Athletics Track retain adequate, practical and event-capable parking infrastructure under this proposal?

On the evidence provided in this and previous submissions, it does not.

Accordingly, the proposal fails to demonstrate that the operational integrity of the Regional Athletics Track will be maintained. The permanent removal of established adjacent overflow parking represents a material and unresolved planning impact that weighs against approval of SSD-63475709.

Central Coast Regional Athletic Track Committee

Telephone: (02) 4306 7900
Please Quote: DA/1969/2023
Responsible Officer: Rebecca Samways

Mingara Recreation Club Ltd
C/- Mr Andy Yelds
14 Mingara Dr
TUMBI UMBI NSW 2261

Notice of Determination of a Development Application
issued under the *Environmental Planning and Assessment Act 1979*
Sections 4.16, 4.17 and 4.18(1)(a)

Development Application No: DA/1969/2023
Applicant: Mingara Recreation Club Ltd
Property Address: Lot 13 DP 1204397
Mingara Recreation Club, 14 Mingara Drive, TUMBI
UMBI NSW 2261
Proposal: Centre Based Child Care Centre and ancillary works
Determination: Approved
Determination Date: 09 July 2025

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5.7. Amend the Deposited Plan (DP) for Lot 13 DP 1204397 to:

- 1) Amend the existing *Right of Carriageway & Easement for Parking (G)*, Vide DP1011971, benefitting Lot 71 DP1011971 (i.e., the allotment housing the Mingara Regional Athletics Centre), to cover the amended [reduced] carparking area.
- 2) Amend the existing *Right of Footway*, Vide DP1011971, benefitting Lot 71 DP1011971, to cover the new [straight] pedestrian pathway between the existing carparking area (adjacent to the south-east corner of the new facility footprint) through to the existing pathway along the east side of Mingara Boulevard.
- 3) Include an Instrument under the *Conveyancing Act 1919* for the following restrictive covenants; with Council having the benefit of these covenants (as appropriate) and having sole authority to release and modify. Wherever possible, the extent of land affected by these covenants must be defined by bearings and distances shown on the plan. The plan and instrument must:
 - a) Create a *Restriction on the Use of Land* over all lots containing an on-site stormwater nutrient / pollution facility restricting any alteration to such facility or the erection of any structure over the facility or the placement of any obstruction over the facility.
- 4) Include an instrument under the *Conveyancing Act 1919* for the following positive covenants; with Council having the benefit of these covenants and having sole authority to release and modify. Covenant(s) required:
 - a) To ensure on any lot containing on-site stormwater nutrient / pollution facility that:
 - (i) the facility will remain in place and fully operational.
 - (ii) the facility is maintained in accordance with the operational and maintenance plan so that it operates in a safe and efficient manner.
 - (iii) Council's officers are permitted to enter the land to inspect and repair the facility at

Formal Objection and Request for Immediate Action

In response to SSD 63475709 Mingara Recreation Club Senior Housing, Tumbi Umbi, including the breach of DA 420/98 Parking Conditions at the Central Coast Regional Athletic Track

Prepared by: Kaye Lovie

On behalf of Central Coast Athletic Track Committee

Former President, Central Coast Athletics (1990s – 2000)

Date: 11 November 2025

Recipients:

- Mingara Leisure Group Board and CEO – 14 Mingara Drive, Tumbi Umbi NSW 2259
- Central Coast Council
- State Significance Development (SSD) Assessment Team
 - Lucinda Craig - Senior Planning Officer - Social and Diverse Housing Assessments
 - SSD Independent Review Committee, NSW Government

Current Mingara Board Members include:

- Phil Walker - Chair - Retired
- Ian Robilliard OAM - Deputy Chair - Business Manager
- Jemima Gleeson - Business Manager
- Kate Herron - Business Manager
- Russell Johnston - Retired
- Deborah Phillips - Licensed Real Estate Agent and Auctioneer
- Paul Barnett - CEO

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1. Purpose of Submission

This submission formally objects to the proposed Seniors Housing Development (SSD 63475709) at 14 Mingara Drive, Tumby Umbi, which seeks to develop the grassed parking area used for 25 years by Central Coast Athletics. Repeated concerns have been raised by Central Coast Council;

"Council have concerns regarding the loss of parking for the athletics track...events will spill into the neighbouring residential (areas)" - Central Coast Council, 22 Aug 2025

Under DA 420/98, approved by Wyong Council in 1999, Mingara Recreation Club was legally required to construct 300 dedicated parking spaces, 150 sealed and 150 grassed overflow adjacent to the athletics track. This carpark was never delivered, nor was the mandated Stage 2 parking review completed. The obligation remains active and enforceable.

The Environmental Impact Statement (EIS) and Traffic and Accessibility Reports submitted with the SSD are inaccurate and misleading. **EIS relies on invalid 1998 plans, misrepresent the site's usage, excludes Traffic Management Plan 2000 DA identifying the carpark and falsely claims Condition 8 is satisfied.** These errors have led to a planning proposal that breaches the original consent, removes essential parking infrastructure, and jeopardises safety and access to a NSW Government and local councils funded community facility constructed on Mingara's Club land.

Approval of this development would eliminate over 500 active parking spaces, forcing vehicles into an already over-capacity club carpark and into surrounding residential streets. A full independent review of the EIS and compliance with DA 420/98, the Environmental Planning and Assessment Act 1979, and the State Environmental Planning Policy (Housing) 2021 is urgently required.

2. Background, Context and Future Needs

2.1 Background

The Central Coast Regional Athletics Track was completed in 2000 through a landmark partnership between the NSW Government, Wyong Shire Council, Gosford City Council, Mingara Recreation Club Limited, and Central Coast Athletics. It was the first regional synthetic athletics facility in New South Wales delivered through a public-private-community collaboration, demonstrating how shared investment could successfully deliver state-significant sporting infrastructure.

The original Development Application (DA 420/98) covered the entire Mingara precinct (Lot 1007 DP 864115). The 1999 DA deferred commencement consent identified the parcel containing the athletics track that was to be later subdivided to enable NSW Government funding for its construction. This funding applied solely to the athletics track facility itself and responsibility for constructing and maintaining the required carpark remained with Mingara Recreation Club under the DA and funding agreement. Mingara then leased the Regional Athletic Track from Wyong Council.

The Funding Agreement (3 March 2000) (appendix A) which the DA was based on, confirmed this obligation:

"Mingara will provide the balance of the funding for the construction of the Facilities from its own resources and from other funding providers."

The assessment by Wyong Council (February 16, 1999), (appendix B) did not agree with the Traffic and Parking report by Project Planning (6th November 1998) which claimed that 400 spaces could be used within the existing Mingara Club carpark;

"The existing parking is considered to be required for the Mingara Club and so the demands for the athletics facility will need to be provided separately"

So the proposal was made;

"Stage 1 parking requirements will be 300 parking spaces with 150 spaces being constructed on a sealed surface, and the remaining 150 spaces to be part of overflow parking... The plans submitted indicated a grassed overflow of up to 430 spaces is available... monitoring of the parking for stage 1 would assist in determining actual parking requirements for the total athletics facility and can be reviewed in Stage 2"

Condition 8 was written into the 1999 consent and the final 2000 DA 420/98 approval. (appendix C)

"Consent granted subject to conditions described below"

" The design of the access roads and carparking for the development is to include:

- *provision for a set-down areas*
- *provision for buses*
- *provision for cyclists and pedestrians, Bicycle parking is to be in a secure area near to the development*
- *the temporary and ultimate access roads*
- *the road corridor from western carpark to Beckingham Road*
- ***provision for 150 all-weather parking spaces near to the development***
- ***an additional 150 carparking spaces to be provided on grass overflow parking***

Detailed plans are to be submitted to and approved by Council prior to issue of the Construction Certificate. All works are to be completed and approved by council prior to commencement of operations of the development. "

Until today, the carpark was not formally created, the grassed area beside the Athletics facility which holds around 500 cars has been used year round for the athletics track and Mingara Club overflow parking during major events, functions and holiday periods within the precinct.

The Senior Housing proposal (**image 1**) plans to remove the athletics carpark to allow the seniors 112 units and 39 high care beds over 4 (5-6 storey buildings and 13 (2 storey) villa development.

A full timeline of events can be found below in 5. *Detail Timeline*.

2.2 Current Usage of Land

The athletics track itself, located on a separate parcel of land, is not in dispute. The issue lies with the proposed removal of the grassed carpark currently used by Athletics and Mingara club patrons, which has served as the primary parking area for the track for 25 years (**Image 2, 3 and 4**).

Under DA 420/98, Mingara Recreation Club is obligated to provide and maintain 300 dedicated car spaces, 150 sealed and 150 grassed overflow, adjacent to the facility to ensure the safe and effective operation of this regional community asset. **This is a minimum requirement.**

The current proposal seeks to remove approximately 500 grassed car spaces beside the athletics track to build Senior Housing (**Image 1**). The proposal is to absorb 150 spaces from the DA into the existing 783-space Mingara precinct and potentially create 150 replacement spaces within H3–H6 flood-prone land alongside the stormwater drain for the wetlands along Wyong Rd. This approach is unsafe, impractical, and inconsistent with both the intent and requirements of the original development consent.



Image 1

Proposed Senior Housing covering the entire current athletic grassed parking area with senior housing in a battleaxe location off Wyong Road on Mingara Drive within the Mingara precinct,



Image 2. School Athletic Track Parking.
Aerial Photo. 600 + cars on grass area.
5.9.2025.

Image 3 and 4. School Event. 500 + cars on grass. 25.8.2025.



Image 5 1996 new Mingara Recreation Club

Note size of carpark, less spaces available today due to construction of the Gymnasium, Hotel and future Child Care

Plus add Regional Athletic Track parking



Image 6. Christmas Under the Stars

The Central Coast Regional Athletics Track operates year-round, hosting more than 100 school and club carnivals annually, as well as weekly Senior and Little Athletics, regional championships, training and competition for Central Coast Academy of Sport, soccer, and disability events.

Mingara Athletic Club had 580 members in 2024, competing Friday night and training week nights and Saturday for all disciplines and cross fitness sport training. The Central Coast Athletics region has 7 clubs. Over 120 local athletes have won 3 Olympic medals, 1 World Championship medal and 120 have represented Australia. Over 100 schools (high - primary) are also major users of the facility along with Berkeley Vale Soccer Club.

Major events over the years are community Fairs, 4wd show, business expos, Relay for Life, Christmas under the Stars. It is one of the most used community sports facilities on the Central Coast, with 1,000–3,000 attendees at major events (**Image 6**). The track is under utilised by the acoustic restriction of 1,000 capacity for regular use considering that after 25 years the speakers have been upgraded and often do not impact greatly on day time events but parking does.

Removing or reducing its parking would severely compromise operations and hosting major events, contradict the purpose of DA 420/98, and diminish the community benefit the facility was created to provide.

2.3 Comparable NSW Clubs Parking Provisions

The Mingara Recreation Club with 3 restaurants, gaming, auditorium (600 theatre or 1,000 stand capacity), 3 function rooms (300 theatre) café, bars, bottle shop, tab, gymnasium (2 storey), hotel (5 storey), child care (112 place), staff office, retail outlets, over 8,134 sq mts and an indoor olympic, hydro and leisure pool along with an international standards athletic track.

Image 7 Comparable NSW clubs parking with substantially higher car space capacities:

Club	Car Spaces	Comparable Facility
Rooty Hill RSL	2,670	No athletics track
Canterbury Leagues	2,000	No athletics track
Penrith Panthers	1,600 <i>Todes 2,500</i>	Multipurpose stadium
Mounties, Mt Pritchard	1,199	Local sports precinct
Mingara Recreation Club	783 (+300 required under DA 420/98)	Regional Athletics Track

These figures demonstrate that Mingara Recreation Club provides far less parking than comparable multi-use venues across New South Wales despite hosting a regional-standard athletics facility that attracts tens of thousands of athletes and spectators annually.

Even if Mingara had delivered the 300 additional spaces required under DA 420/98, its total of 1,083 spaces would still rank well below facilities of similar scale and community function.

If the SSD 63475709 proceeds, available parking would fall even further, leaving Mingara one of the largest regional clubs in NSW with one of the lowest parking ratios of any comparable club precinct in the state. This outcome is unsustainable, unsafe, and inconsistent with both the original development consent and community expectations for a state-significant sporting venue.

2.4 Growing Community Demand and Future Needs

In 1999, Wyong Council assessment determined that Mingara Recreation Club did not have sufficient parking to support both the club and the new Regional Athletics Facility. As a result, DA 420/98 required Mingara to dedicate 300 additional car spaces specifically for athletics use

Since then, the Central Coast population has grown from around 240,000 to more than 360,000 residents in 2025, a 50% increase and is projected to exceed 415,000 by 2036 a 24% increase. This continued growth has only intensified the community's need for accessible recreation, entertainment events, and sporting facilities.

It is therefore concerning that, 25 years after Council ruled Mingara's parking inadequate, the proposed Seniors Housing Development (SSD 63475709) seeks to remove the 500-space grassed parking area that has long served the athletics facility. Central Coast Athletics urges Mingara, Central Coast Council, and the State Significant Development team to recognise that the demand for parking and access has only increased since 1999, not diminished and that removing this parking area would severely restrict future community participation and regional sporting development.

3. TRAFFIX Transport and Accessibility Impact

The TRAFFIX report (June 2025, Reference: 23.303r02v08) forms part of the applicant's Response to Submissions (RTS) and was prepared to address the Department of Planning and Central Coast Council's concerns about event parking, internal road design, and pedestrian safety.

While it adds an amended Event Traffic Management Plan (ETMP), the TRAFFIX report continues to contain factual inaccuracies, omissions, and methodological gaps that undermine its conclusions about parking adequacy, safety, and traffic impacts. In several places it repeats the same assumptions and errors identified in the 2024 review.

3.1 Exclusion of peak periods and lack of new evidence

The 2025 report relies on the same November/December 2023 counts and SIDRA runs. There is no new fieldwork capturing Friday evening operations (5–8 pm) when Seniors & Little Athletics and overlapping precinct uses generate the highest combined demand. Despite requests from DPHI and Council for event-based analysis, no empirical data from athletics carnivals, school meets, or concurrent club events has been collected. The asserted worst-case hour of 6–7 pm remains untested against the true Friday overlap that extends past 7:30 pm.

3.2 Ongoing misrepresentation of existing land use

The report again characterises the development footprint as a "vacant grassed area" rather than the primary, long-standing carpark for the regional athletics facility. By treating an active carpark as if it generates no existing vehicle activity, the baseline is artificially lowered and the displacement effects of removing 300 athletics spaces are concealed (that we're required as part of DA420/98). The car spaces are additional not included in Mingara's current counts, evident in Hotel, Child Care DAs (appendix E)

3.3 Parking redistribution remains unrealistic and unsafe

In June 2025, TRAFFIX concludes that:

"The 300 athletics track parking spaces can be accommodated within the existing club parking areas... The cumulative parking assessment is considered highly conservative and a 'worse case' scenario." (p.73)

The assumption that 300 displaced athletics spaces can be absorbed within Mingara's existing carparks is unrealistic and unsafe. It overlooks both the precinct's cumulative demand and obligations under DA 420/98, which requires 150 sealed and 150 grassed overflow spaces adjacent to the track.

Table 6: Peak Parking Demands (6pm-7pm)

Land Use	Parking Location	Parking Demand	Spaces Provided
Existing Club	Mingara Recreation Club	359 ^[1]	791
Approved Hotel	Mingara Recreation Club and Hotel	92 ^[2]	11
Proposed ELC	Mingara Recreation Club	27 ^[3]	-20
Existing Athletics Track	Mingara Recreation Club	300 ^[4]	0
SUM		778	782

[1] Club Parking Demands between 6-7pm. Derived from Hotel DA Report.

[2] Considered conservative and is based on DCP requirements. Assumes 100% room occupancy.

[3] Assumes ELC closes at 6pm and 27 staff parking spaces are utilised.

[4] 150 all-weather and 150 grassed overflow spaces as required under DA/420/98.

Image 8 TRAFFIX Report, A summary of the parking conditions in the "worse-case cumulative peak lies between 6pm and 7pm" - p.43 - June 2025 report.

TRAFFIX's calculations are based on contradictory inputs:

- Hotel: 92 spaces less 11 provided. 81 spaces short and 34 removed in build = 114 short
- Child Care Centre: adds NO spaces, 46 spaces required, and 20 removed in build = 66 short
- Athletics Facility: Allocated NO additional spaces on suitable land = 300 short
- **Hotel & Child Care DA precinct requirements**, very low numbers of spaces (appendix E)
 - **Staff parking 2 car spaces.** Staff numbers 100-200 persons with no street parking
 - **Auditorium/ function rooms 99 car spaces** Auditorium 1,000 persons at major concerts, 300 function rooms (theatre seating), 300 pre function lounge (cocktail)

- **Gymnasium** 157 spaces built 2008, land 1,663 sqm, 6,000 visitors a month (2 storey)

- EIS and Traffix report indicate **150 spaces at Bowling Green carpark** for Athletics.
Spaces do not exist 46 allocated to Child Care till 6pm and 44 to for Mingara club patrons.
- Athletic Track operates 3.30-7pm mid week, 5-10pm Friday night, Saturday soccer

Even under ideal conditions, this model leaves no allowance for concerts, weddings, and events attracting 1,000–3,000 attendees. Overflow will inevitably spill into nearby streets, no street parking exits on Mingara Drive and Wyong Road. These concerns were raised in Council's pre-DA advice (p.12) and ignored in the report.

TRAFFIX report further proposes to “relocate” 150 athletics overflow spaces to an area identified as drainage land, classified H3–H6 flood-prone **Image 9, 10 and 11.**

"In summary, there is sufficient existing on-site car parking to accommodate the 150 overflow spaces removed by the proposed development. It is reiterated that the above assessment is considered a 'worse-case' scenario and highly conservative." (p.45)

"Pedestrians can utilise new and existing off-road pedestrian paths to access the track in a safe manner" (p.44)

This location is neither safe nor practical for regular community use and lies a considerable distance from the athletics track, requiring families, children, and elderly patrons to cross multiple internal driveways shared with club and hotel traffic. Not to mention, it is located in a flood prone area.

In reality, the proposed area is unsuitable for permanent parking and directly contradicts the intent of DA 420/98, which required car parking to be constructed adjacent to the athletics facility to ensure safe, convenient, and equitable access for all users.



Image 9.

Location of Overflow 150 parking spaces
in 3 pink areas.

Located in a flood zone

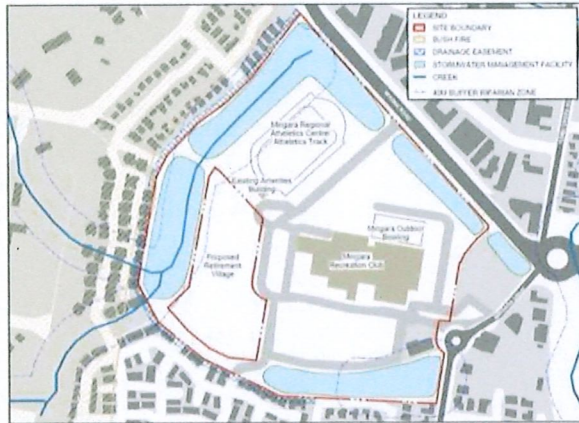


Figure 4-5: Location of the existing constructed wetlands, ponds and drainage lines (Marchese Partners, 2024c)



Figure 16: PMF Event - Peak Hydraulic Flood Hazard (Post Development Scenario)

Image 10. Existing wetlands and drainage lines Image 11. PMF Event, Flood Zones H3-H6

Council's January 2025 feedback also confirmed that the proposed alternative parking areas are not safe or convenient for families. They require pedestrians including children and elderly patrons to cross busy driveways shared with club traffic. The Event Traffic Management Plan (ETMP) provides no protected crossings, marshalled areas, or like-for-like replacement as required under DA 420/98.

In summary, TRAFFIX's redistribution model underestimates demand, overstates capacity, and fails to ensure safety or compliance. The assumption that the athletics carpark can be absorbed into the club's existing supply is untenable and contrary to DA 420/98.

3.4 "Conservative" assumptions still unsupported

TRAFFIX repeatedly refers to its parking assumptions as *"highly conservative"* (p. 42), yet provides no supporting data. Its statements are factually incorrect and contradict operational evidence:

- *"Carnival days generally run between 8 am and 12 pm on Saturdays only"*; false, misleading
- *"General track hours are 3:30pm to 7:30pm Tuesday to Thursday"*, which do not coincide with the Club's parking peaks (Friday and Saturday nights) and are track training days
- *"High school events generally do not attract significant numbers of spectators"*. The Central Coast Regional High School event is the 600+ cars photo
- *"Schools arrive in buses."* Yes but spectators do not and some students drive cars

Mingara's 2025 Annual Report confirms the precinct hosted over 100 athletics carnivals annually, in addition to 120 swimming carnivals, all reliant on shared carparking infrastructure.

3.5 Issues with Bus Zones Reduced to Two Spaces

The TRAFFIX report claims in response to Council's concerns that *"two parking spaces are not sufficient for set-down areas"*, to be;

"The proposed bus/coach drop-off/pick-up area is generally consistent with the existing arrangement, with drop-off/pick-up provided at the athletics track entry gates. The Event Traffic Management Plan details the management of buses to ensure satisfactory operation of the bays."

This is misleading. In reality, the current layout accommodates up to six buses at a time, which is essential during major events and school carnivals when multiple buses arrive simultaneously.

The revised plan reduces this capacity significantly, creating congestion, safety risks, and logistical challenges for loading and unloading large groups of students and spectators. This change is not "generally consistent" with existing operations and undermines the facility's ability to host regional-level events safely and efficiently.



Image 12
Showing 6 buses at
School event adjacent
to the Athletics Track.

3.6 Removal of Road to Equipment Sheds, Gates, Grandstand and Track Entry.

The report fails to address the removal of the existing access road used regularly by Mingara's maintenance crew and by Athletics to reach the equipment sheds, gates, grandstand facilities. This road is essential for vehicle access, event logistics, and facility upkeep. Its removal would severely disrupt operations and emergency access ambulance and fire truck access to track and wetlands.

Overall, the revised plan continues to remove essential access and compliant parking, leaving the athletics facility and broader precinct unsafe and non-operationally viable.

3.7 Unsuitable Disabled Parking

Council raised concerns that *"there are no disabled parking spaces provided for the athletics track."*, TRAFFIX responded that;

"five (5) accessible parking spaces are provided in close proximity to the sports track, exceeding the existing arrangements."

However, no plans have been made available showing where these spaces will be located, nor confirming that they are genuine disabled-compliant spaces. Clarity is required

It was later indicated they were inside the grass area of the bus turning circle.

This is a major safety issue for people with disabilities as general car traffic and buses turn often to return to the club carpark looking for spaces to park or exit via traffic lights on Wyong Road.

Disabled parking needs to be adjacent to the track with no roads to cross and an increased number of spaces are required as the track caters for Disabled Sport events.

The current proposal fails to meet both accessibility standards and the intent of DA 420/98 to ensure equitable community access is adjacent to the track facility.

3.8 Intersection modelling does not represent event conditions

SIDRA results are reiterated from the earlier dataset and do not test the true concurrent peak (Friday evening) or event-finish surges, bus platoons, or pedestrian priority interventions that would meaningfully affect operation at Wyong Road/Mingara Drive and internal Mingara precinct roundabouts. Claims that intersections operate at acceptable levels of service therefore do not reflect real event scenarios.

3.9 ETMP remains conceptual and lacks enforceable controls

The appended ETMP reads as a high-level concept rather than an implementable plan. It does not specify resourcing (number and location of marshals), queue management for buses/coaches, temporary accessible bus bays during events, protected pedestrian routes, or contingency parking when competing precinct events coincide.

Stakeholder engagement with Athletics Central Coast is not evidenced. Without triggers, responsibilities, wayfinding, and monitoring, the ETMP cannot credibly mitigate the risks created by removing the adjacent 500 car spaces currently used as parking for the athletics track.

3.10 Conclusions remain unsubstantiated

The TRAFFIX report's claim that the proposal is "*supportable on traffic planning grounds*" remains unproven. The analysis still omits Friday evening peak data, provides no practical solution for replacing the 500 lost athletics parking spaces, and disregards DA 420/98 obligations. The proposed redistribution of 150 spaces to a flood-prone drainage area (H3–H6) is unsafe, distant from the athletics entry, and unsuitable for community use. Bus capacity is reduced from six bays to two, limiting access during major school and regional events, access road to equipment and maintenance removed, and there is still no confirmed disabled parking near the entrance gate. These shortcomings combined with incomplete data and unrealistic assumptions mean the June 2025 conclusions are unreliable and should not be relied upon for planning approval.

4. Errors in the EIS submitted with Seniors Housing Development (SSD 63475709)

The Environmental Impact Statement (EIS) prepared by Urbis for Mingara Leisure Group (November 2024) contains substantial factual errors, omissions, and misrepresentations regarding the history, approval conditions, and ongoing use of the Mingara Regional Athletics Centre.

4.1. Misrepresentation of DA420/98 and Condition 8 Compliance

The Mingara Development Application (DA 420/98) applied to Lot 1007 DP 864115, encompassing the entire Mingara precinct. Consent was granted subject to conditions, with Condition 8 specifically requiring Mingara Recreation Club to construct and complete **300 dedicated parking spaces, 150 sealed and 150 grassed overflow, adjacent to the athletics track before the facility opened.**

These car spaces were not optional; they were an essential and binding condition of consent intended to guarantee safe and equitable access for athletics patrons. The clause requiring detailed parking plans to be approved by Council prior to the Construction Certificate ensured that compliance would be verified before occupation.

The EIS states:

"There is an existing consent for the site (DA420/98)... In our opinion, the consent conditions remain satisfied including Condition 8. It is important to note that the subject development site was not the only nominated grassed area that could be used for overflow car parking in DA420/98."

Statement is incorrect, misleading and invalid, the plan referenced is not the 2000DA approved plan

The EIS's assertion that Condition 8 *"remains satisfied"* directly contradicts the development's history and breaches both DA 420/98 and the NSW Government-funded community partnership that established the athletics facility.

"In our opinion, the consent conditions remain satisfied including Condition 8. It is important to note that the subject development site was not the only nominated grassed area that could be used for overflow carparking in DA420/98." (p.21)

The reference to the 1998 plan is invalid, the grass parking numbers were removed in the final approved March 2000 DA plan. **Image 13**, p17

Further, the EIS omits two critical planning documents that form part of the original record:

- **The Paynter Dixon 5519 Traffic Management Plan, image ^{15 17} ~~28~~ p 16** which clearly identifies the athletics carpark adjacent to the track, the same area in continuous use for 25 years. This area covers ALL of stage 1 - Senior housing proposal
- **The Project Planning Report** (6 Nov 1998, Ref 988221), which specifies:
"Stage 1 of Mingara Regional Athletic Field comprises spectator accommodation of 1,000 people and makes provision for 440 off-street car parking spaces in a grassed 'overflow' car parking area, yielding a total off-street parking capacity on-site of 1,447 spaces."
- **No reference to Wyong Council - Development Assessment Panel** (appendix B)
"Monitoring of the first stage will assist in determining the actual parking requirements for the total athletic facility and can be reviewed with Stage 2"
- **Added Correspondence from Wyong Council to Mingara CEO dated 27 October 1999**
 This correspondence pre-dates the final DA 9 March 2000 and is misleading and invalid.

Council "...the consent was issued as a deferred commencement consent"
 "consent required these details within three months" (appendix D)

These documents demonstrate that the parking area proposed for redevelopment was never "optional overflow" land, but rather an approved and required part of the facility integral to the operation of the athletics track and actual parking numbers were to be reviewed in Stage 2.

In summary, the EIS misrepresents the legal standing of **Condition 8**, omits essential approved documentation, and relies on invalid 1998 plans letter to justify the loss and moving of parking.

4.2. Invalid Plans and Correspondence & approved 2000 Plans not referenced

The EIS reproduces a 1998 plan on page 22 (labelled "Figure 5 Extract of Stamped Drawing DA420/98") but this is **not the final approved plan of 9 March 2000** (Paynter Dixon 2886). All references to this Woods Bagot plan and the "grass overflow" locations are **invalid**

Figure 5 Extract of Stamped Drawing DA420/98, with Urbis annotations

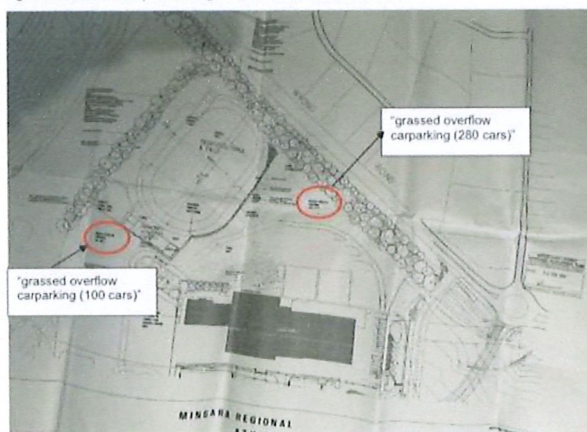


Image 13

1998 plan Woods Bagot

Stamped 24 February, 1999

Viewed - difficulty reading numbers on council reduced copy

Text - ".....Warm up, Jogging Track /Warm up area" near line trees, pond

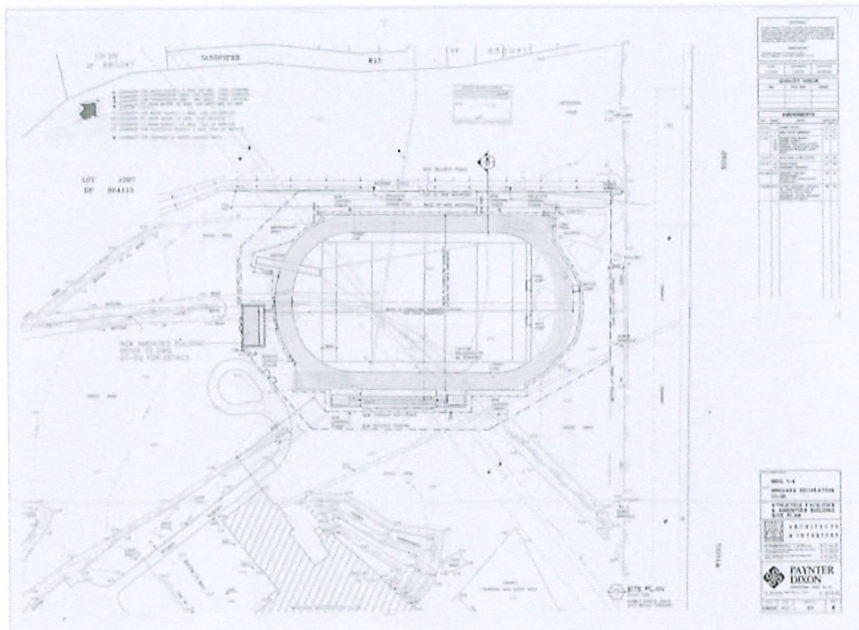


Image 14
Final 420/1998 DA
plan ~~Image XX~~
9 March 2000 DA
approved plan
Paynter and Dixon
2286

2000 Plan - Grass overflow parking location and numbers removed. Amenities building reduced in size. Perimeter fencing altered and warm up area removed

The **Paynter Dixon Traffic Management Plan 5519** places the athletics carpark adjacent to the track, the same area used continuously for 25 years. No original carpark plans are presented in the EIS, despite the 6 Nov 1998 (Ref 988221) council assessment and Traffic Management Plan forming part of the Council approval and state funding.



Image 15 Drawn Impression of Traffic Management Site Plan - Paynter Dixon 5519

Yellow marks athletic carpark adjacent to the track of approximately 440 spaces viewed at Central Coast Council and drawn over **Senior Housing site plan removing ALL of Stage 1** to provide clarity over false claims being made within EIS

4.3. False Description of Current Use

The EIS states;

"This area is referred to as 'development area' which currently comprises of vacant open space." (p.42)

"Currently the athletics field user groups utilise, at times, the existing development site as overflow car parking. Provision of appropriate car parking for all users in the Mingara Precinct is important to ensure there is no on street parking in residential areas as a result." (p.84)

This is incorrect. Whilst the land may have no buildings, it is a carpark that is regularly used. The land is not simply an overflow carpark, it is the primary and active carpark for attendees of the Athletics Track and used as overflow parking from the Mingara club carpark

4.4. Misleading Parking and Traffic Assessments

The EIS and its supporting Traffix report assert:

"The proposal will displace an area used for overflow Athletics track car parking of 150 spaces. As such an analysis of the whole precinct's parking requirements at the worst case cumulative peak of 6pm-7pm (viewed as conservative) was undertaken" (p.106)

These statements are demonstrably false. Removal displaces 300 carpark spaces. The "conservative" 6–7 pm analysis excludes Friday night events, the actual peak period when Seniors and Little Athletics operate (5 pm–10 pm). Traffic counts only taken on Thursday a.m./p.m. and Saturday noon in November 2023, completely missing peak usage times and only based on 2 days

The claim that athletics parking can *"be readily accommodated in the existing club precinct"* is misleading: removing the athletics carpark forces 300–600 cars into Mingara's already-full at times 783-space carpark, leaving as few as 183 spaces for all club patrons, likely impacting revenue and public safety for the regional athletic track and Mingara club operations

The 150 additional hard surface parking places have not been accounted for within the EIS or updated Traffix June report. Carpark spaces can not be absorbed into Mingara parking numbers; they are additional, the Traffix reports are false and assumptions made on misleading information.

Overflow 150 carpark spaces on grass in Traffix reply June 2025 are located alongside the stormwater drain from wetlands identified in the flood study marked blue. Classified H3 to H6 on

flood prone land this is unsafe for children, elderly, disabled and cars and its location is remote from the track, not adjacent. The area is 1 metre below the bowling green carpark and child care buildings, the soil is often wet and vehicles have become bogged and towed out on several occasions when all other existing carparks are full. This area is totally unsuitable and no other suitable vacant land exists on the site, except at the current approved location.

4.5. Contradictory and Unsupported Claims

The EIS repeatedly refers to the site as “vacant,” “underutilised,” or “open space,” In contrast, the Mingara Leisure Group 2025 Annual Report states that the precinct hosted “*in excess of 100 athletic carnivals*” and “*swimming carnivals*” in the same year, each relying on the athletics carpark area

The EIS prepared by Urbis contains major factual errors, invalid references, and omissions that materially misrepresent the existing approvals and parking realities of the Mingara precinct. It relies on outdated 1998 documentation, omits approved 2000 plans, mislabels active areas as “vacant,” and presents misleading traffic data that fails to reflect real-world event conditions.

These inaccuracies fundamentally undermine the credibility of the EIS, and as such, it should not be relied upon by the consent authority without an independent review of planning, traffic, and compliance evidence.

- **Glengarra Village Residents Committee (GVRC)** detailed EIS submission (appendix G) (Attachment G - report and reply) two submissions from qualified retired
Rob Fulcher - Civil Engineer, General Manager and Environmental Scientist.
Ken Moon - Land Use Planning and Assessment Manager Sydney Region for **RTA/RMS**

“..EIS implies that the use of the carparking associated with athletics events is not a significant issue. GVRC does not agree that the athletics field uses the overflow car parking area on this development site ‘at times’. It is used at every athletic function” see Photos

Glengarra assessment is detailed by qualified persons and is supported by Central Coast Athletics

5. Detailed Timeline

5.1 1996–1998 | Concept and Initial Planning

The concept for a Regional Synthetic Athletics Track originated in 1996 as part of a Central Coast regional sports strategy. A Gosford City Council feasibility study identified the Mingara Recreation Club precinct as the most suitable central location.

5.2 November 1998 | Development Application DA 420/98 Lodged

Mingara lodged DA 420/98 with Wyong Council for the construction of the Central Coast Regional Athletics Track.

The Project Planning Traffic and Parking Management Report (6 November 1998) stated:

"Stage 1, a peak demand for 120 spaces for routine events, 200–300 spaces for special events, and up to 10 buses."

"Stage 1 of the proposed Mingara Regional Athletic Field comprises spectator accommodation for approximately 1000 people and makes provision for 440 off-street carparking spaces in a grassed 'overflow' carpark area, yielding a total off street parking capacity on site of 1,447 spaces".

5.3 16 February 1999 | Council Determination and Condition 8

Wyong Council - Development Assessment Panel

The Regional Traffic Committee reviewed Mingara request

"The consultant's assessment of parking is not agreed with. The existing parking is considered to be required for Mingara Club and so the demands for the athletics facility will need to be provided separately"

Due to isolation recommended *"150 spaces adjacent to the athletics facility"*.

"Stage 1 parking requirements will be 300 parking spaces, with 150 spaces being constructed with sealed surface - the remaining 150 spaces to be part of the overflow parking areas. Note the plans submitted indicate that grassed overflow parking of up to 430 spaces is available. However, some of this area will be affected by the future road corridor to link Beckingham Road.

"Monitoring of the parking for this first stage will assist in determining actual parking requirements for the total athletic facility and can be reviewed with Stage 2"

Determined by council 24/2/1999 (**appendix C**)

5.4 October 1999 | Wyong Council Letter to Mingara CEO

A letter dated 25 October 1999 from Council to Mingara CEO John Osborn stated:

"In relation to all-weather carparks, there are adequate numbers of car-spaces on the Club site for existing Club and proposed athletic facility."

Predates the final DA approval (9 March 2000) and is invalid. It may refer to the temporary shared use until the Beckingham Road and athletics carpark was constructed.

5.5 3rd March 2000 | Funding Agreement

The 2000 Funding Agreement, signed by Wyong and Gosford Councils, Mingara Recreation Club, formed a binding precondition to the approval of DA 420/98 and funding grant from the NSW

Government. It clearly establishes Mingara's financial and operational responsibilities for the construction of the Regional Athletics Track and associated facilities. **(appendix A)**

Key provisions include:

Recitals (D): *"Mingara will provide the balance of the funding for the construction of the Facilities from its own resources and from other funding providers."*

Clause 2.2 – Construction of Facilities: *"The Facilities must be generally in accordance with the detailed design plans exhibited to the parties at the time of making this Agreement and identified by each party by signing thereof"*

Clause 2.3 – Design Variation: *"The design of Facilities shall not be materially varied by Mingara without the express consent of both Gosford and Wyong."*

These clauses confirm that Mingara was responsible for funding and delivering the approved design, including the car parking required under Condition 8 of DA 420/98 and that no variation, such as repurposing the parking area for private development, could lawfully occur without the express consent of both councils.

5.6 9th March 2000 | Wyong Council 420/98 DA approval

Wyong Council granted final approval for DA 420/98 on 9 March 2000, which included Condition 8 (Appendix D):

"The design of the access roads and car-parking ... is to include provision for 150 all-weather parking spaces near the development and an additional 150 car-parking spaces on grass overflow parking."

5.7 2001–2017 | Facility Extensions Without Parking Review

On 22 February 2001 the track amenities extension was approved and completed. On 11 September 2017 the grandstand and covered seating (DA/56/2016) completed. No carpark construction or review of carpark spaces occurred, despite council assessment requirements .

5.8 2023–2025 | Central Coast Council raised ongoing concerns

Central Coast Council raised ongoing concerns regarding parking in pre-DA and SSD consultations (March 2023, February 2024 and January and August 2025 SSD replies). **Appendix F**

Key comments included:

"These parking areas are not considered to be safely and conveniently located " 9 Jan 2024

"Council's prior submission which has not been addressed by the Construction Traffic and Pedestrian Management Plan" - Council, Aug 2025

"The loss of parking is a contradiction to development consent conditions imposed in respect of the development"

"Council have concerns regarding the loss of parking for the athletics track...events will spill into the neighbouring residential (areas)"

"significant impact on traffic signals and will result in un-controlled pedestrian movements across Wyong Rd west of the signals" - Council, 22 Aug 2025

"Council requests that the following consent condition that was imposed in respect of the development of the regional athletic track continue to be adhered to as per Figure 2 below" Commercial Property Management

Central Coast Council formally requested that Condition 8 of DA 420/98 continue to be adhered to.

5.9 November 2024 | EIS, Traffic Report and SSD Submitted

The Environmental Impact Statement (EIS) and Traffix Group report were created and submitted as part of the SSD 634757709 and we have identified multiple errors as outlined in Section 3. TRAFFIX Transport and Accessibility Impact and Section 4 Errors in EIS Senior Housing development - Urbis

Seniors Housing Development (SSD 63475709) was lodged with NSW State Significance board.

6 Community and Equity

The athletic track is a community facility, funded by multiple levels of government and heavily used by schools, clubs, and residents built on Mingara land

By contrast, the proposed **\$250 million Senior Housing Development** (212 units + 39-bed facility) is likely to be occupied by approximately **350–450 residents**, as 51.8% of households on the Central Coast are lone persons (ABS). The units to be sold along with the land and likely leased thorough the partnership with the Mingara Recreation Club and Pariter

Athletics carpark in comparison is relied upon by tens of thousands annually, members of Mingara and visitors to the club, the track and Central Coast region.

The Athletic track without an adjacent carpark will be negatively impacted by the loss of participants, children, elderly, spectators, disability groups, affecting the economic viability and hosting of major events for athletics, soccer and community events

7. Call to Action

To preserve the integrity of the Central Coast Regional Athletics Track and uphold the conditions of consent to DA 420/98, Central Coast Athletics formally calls on the NSW State Significant

Development Assessment Team and Independent Review Committee, Central Coast Council, and the Mingara Recreation Club Board to take immediate and coordinated action:

- **Enforce DA 420/98 (Condition 8):**
Require Mingara Recreation Club to construct the 300-space carpark adjacent to the athletics facility, as approved and still legally binding. All carpark spaces should be hard surface due to demand and population growth over 25 years.
- **Conduct a Full Planning and Parking Review:**
Undertake an independent review for Stage 2 athletic parking usage and of the Mingara precinct's parking supply and safety during peak activity periods to ensure all community, events, and accessibility needs are adequately met.
- **Suspend Determination of SSD 63475709:**
Place the Seniors Housing Development on hold until compliance with DA 420/98, the Environmental Planning and Assessment Act 1979, and the State Environmental Planning Policy (Housing) 2021 is independently verified.
- **Rectify Misleading EIS and Traffic Reports and statements:**
Require Urbis to amend the SSD documentation to accurately reflect the site's lawful planning history, the unfulfilled DA conditions, and the community's current use of the land.
- **Commit to Transparent Consultation:**
Establish a joint working group including representatives from Central Coast Athletics, Athletics NSW, Council, and Mingara Recreation Club to ensure open communication, accountability, and resolution of outstanding DA obligations.

Until these matters are addressed and DA 420/98 is satisfied in full, no redevelopment of the athletics parking area should proceed.

7. Conclusion

For 25 years, the Central Coast Regional Athletics Track has operated using the DA identified grassed parking area beside the facility, the very land now designated for redevelopment under the Seniors Housing Development (SSD 63475709). Despite DA 420/98 clearly requiring Mingara to construct a 300-space carpark, this obligation was never fulfilled, nor was the mandated Stage 2 parking review completed.

The Environmental Impact Statement and associated traffic reports submitted for the SSD are factually inaccurate and omit critical details of the site's planning history, misleading assumptions about the land's lawful use and the obligations under the original development consent. Redeveloping this area would eliminate the majority of the parking currently serving a state-significant, government-funded community facility, placing it in direct conflict with DA 420/98.

Central Coast Athletics respectfully urges NSW State Significant Development Assessment to fully review these objections and the proposal's compliance with the Environmental Planning and Assessment Act 1979 and the State Environmental Planning Policy (Housing) 2021.

A comprehensive review of SSD Mingara Senior Housing 63475709 is essential to uphold planning integrity, public safety, and the community obligations that have underpinned this facility since its inception. Until those conditions are met, no redevelopment of the land adjoining the Athletics Track should proceed.

Kind regards,

Kaye Lovie

Former President – Central Coast Athletics (1990s–2000)

Central Coast Athletic Track Committee

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Appendices - Mingara Recreation Club - Board Members & CEO

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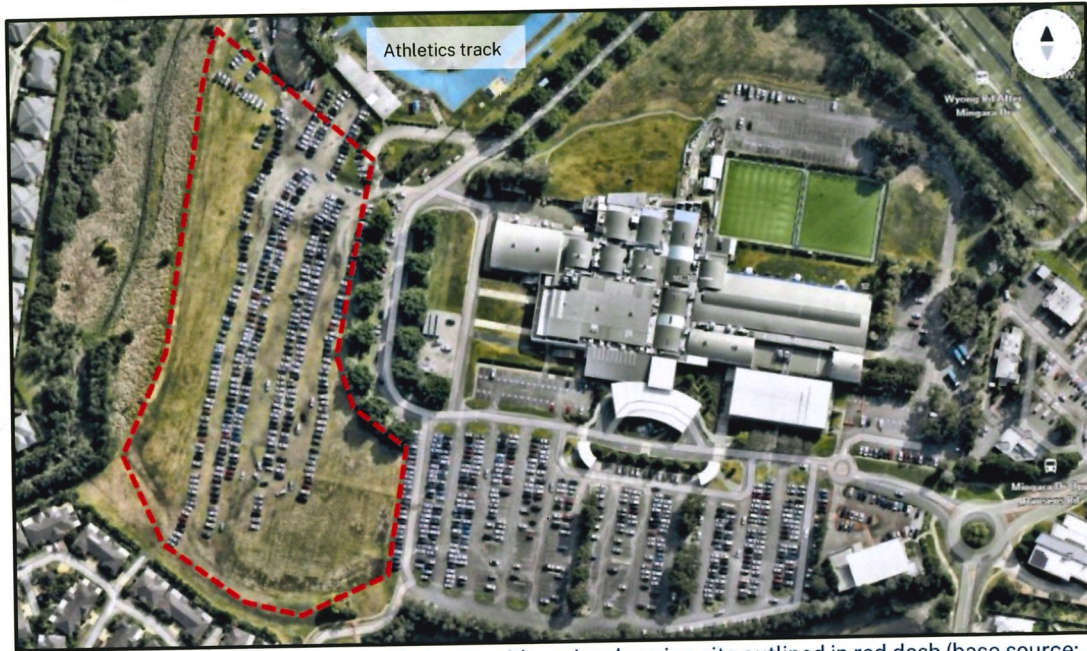


Figure 8 | Overflow parking on grassed area on with seniors housing site outlined in red dash (base source: near map, dated August 2022)



Figure 10 | Overflow car parking locations shown in pink (source: Amendment Report)